

MICHIGAN ROAD



CORRIDOR PLAN

STEPHEN GOLDSMITH, MAYOR

CITY OF INDIANAPOLIS DEPARTMENT OF METROPOLITAN DEVELOPMENT DIVISION OF PLANNING

ADOPTED: MAY 20TH, 1998

MICHIGAN ROAD CORRIDOR PLAN

City of Indianapolis

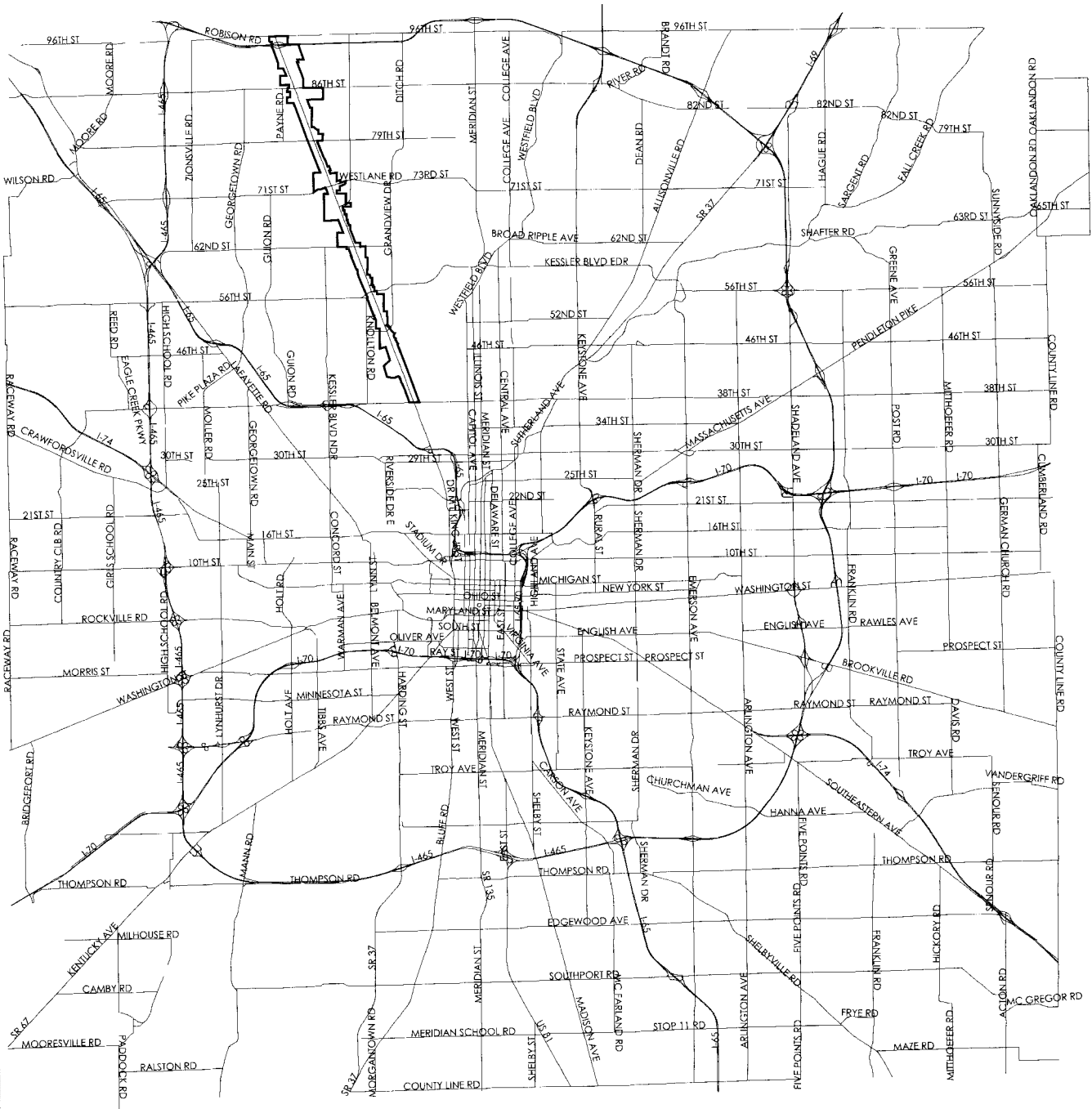
Department of Metropolitan Development

Division of Planning

Resolution # 98-CPS-R-004

Adopted: May 20th 1998

LOCATION MAP



City of Indianapolis
Department of Metropolitan Development
Division of Planning



8000 0 8000 16000 Feet

TABLE OF CONTENTS

PART I: INTRODUCTION	7
INTRODUCTION	8
PURPOSE	9
HISTORICAL CONTEXT	10
PLANNING PROCESS	15
EVALUATION OF THE 1988 PLAN	22
SURVEY RESULTS	26
PART II: COMMITTEE WORKBOOKS	29
A: ECONOMIC DEVELOPMENT	
Organization Among Businesses	31
Commercial Redevelopment Opportunities	32
B: SOCIAL & RECREATION	
Social Services	35
Recreation	38
Public Safety	42
C: TRANSPORTATION & INFRASTRUCTURE	
Pedestrian and Vehicular Safety	47
Transit	50
Thoroughfare Priorities	51
Drainage	52
D: URBAN DESIGN	
Sense of Place	55
Land Use and Transit	56
Public Infrastructure Design	58
Upkeep Practices and Litter	60
Lighting	62
Building Preservation, Reuse & Design	63
Clutter of Signs	66
Trees & Landscaping	67
Design Charrette	70
SUMMARY OF STRATEGIES, RESPONSIBLE PARTIES, & BENCHMARKS	72
PART III: LAND USE AND ZONING	85
EXISTING CONDITIONS	
SEGMENT ONE	
Land Use Map	86
Zoning Map	87
SEGMENT TWO	
Land Use Map	88
Zoning Map	89
SEGMENT THREE	
Land Use Map	90
Zoning Map	91
SEGMENT FOUR	
Land Use Map	92
Zoning Map	93
RECOMMENDATIONS	
SEGMENT ONE	
Land Use Map	94
Zoning Map	95
Critical Areas	96
SEGMENT TWO	
Land Use Map	100
Zoning Map	101
Critical Areas	102
SEGMENT THREE	
Land Use Map	108
Zoning Map	109
Critical Areas	110
SEGMENT FOUR	
Land Use Map	114
Zoning Map	115

PART IV: APPENDICES **117**

APPENDIX A

List of Funding Agencies	118
--------------------------	-----

APPENDIX B

List of Church Related Services	124
---------------------------------	-----

APPENDIX C

Design Guidelines	128
-------------------	-----

Design Checklist	132
------------------	-----

APPENDIX D

List of Historic Properties	133
-----------------------------	-----

APPENDIX E

Census Map	134
------------	-----

Census Information	135
--------------------	-----

APPENDIX F

Building Conditions Map	139
-------------------------	-----

Neighborhood Organization Map	142
-------------------------------	-----

Greenways and Parks Map	143
-------------------------	-----

Trails Map	144
------------	-----

Traffic Count Map	145
-------------------	-----

Transportation Map	146
--------------------	-----

APPENDIX G

Directory for Reporting Violations / Complaints	147
---	-----

APPENDIX H

Glossary of Planning Related Terms and Acronyms	149
---	-----

APPENDIX I

Bibliography	155
--------------	-----

APPENDIX J

Credits	156
---------	-----



PART I:

INTRODUCTION

This section comprises of:

- Historical Context
- Planning process
- Evaluation of the 1988 Plan
- Survey Results

INTRODUCTION

Michigan Road is a major road that extends northwest from downtown Indianapolis through Washington and Pike Townships to the Hamilton County Line. It supports a high level of traffic from downtown to the more suburbanized Pike Township and has recently undergone a widening project to increase its capacity for additional traffic. Land use around the road reflects its significance to Marion County. Development of commercial and residential lots has exploded over the past ten years. As such, it is important to ensure that development will be implemented effectively through a careful inspection of different characteristics of the corridor.

To achieve such careful development, the Michigan Road Corridor Plan Update revisits the Michigan Road Corridor Plan that was adopted in 1988. The 1988 Plan served as a guide for implementing public improvement programs, making decisions on zoning cases, and creating an effective land use pattern in the area. The boundaries of the original plan extended along Michigan Road from 38th Street to 79th Street.

The Update also assesses how the corridor has changed during the ten years that have passed since the implementation of the original plan. In comparing the two plans, the participants in the process including the Division of Planning staff, other City agencies, neighborhood representatives and Corridor business people, can best determine which strategies have been effective and which have not. As such, another aspect of the Update is to build on the last plan; to extract strategies that have been effective, alter those that need improvement, and build new ones where necessary.

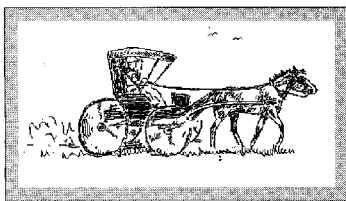
In addition, the Update is an opportunity to observe and inventory the new characteristics of a changing corridor. New commercial and residential developments have altered the area in the past ten years. Consequently some of the issues facing residences and businesses

diverge completely from those that were present ten years ago. For example, the Update's boundaries have been extended up to 96th Street because the section from 79th to 96th streets has grown extensively as a commercial center over the last ten years.

The plan also involves extensive participation from the residents and business owners on the Corridor because they will be most affected by the outcomes of the plan. There have been several attempts throughout the planning process to ensure the highest level of participation from all interested parties, which helps to foster a more successful plan. Another focus of the planning process has been to extensively involve the implementers (Department of Capital Asset Management, Division of Neighborhood Services, Sheriff's Department, Chamber of Commerce, social service providers and others) throughout the planning process to ease the implementation of the Plan.

PURPOSE

The purpose of the Michigan Road Corridor Plan Update is to ensure preservation and enhancement of existing amenities and to encourage efficient and beneficial growth. Through the cooperative efforts of the stakeholders in the area, this plan will serve to guide future development, to realize a future of prosperity and the fulfillment of community driven goals. The included recommendations will guide decisions on rezoning and variance cases along with public improvement programs to shape the future of the Michigan Road Corridor.



HISTORICAL CONTEXT

It is important to consider the past when assessing what the Corridor is today and what it should be tomorrow. Therefore, the following is a timeline outlining some significant historical events on the corridor. The list is by no means exhaustive, it simply gives a brief explanation of the historical context surrounding the growth of the Michigan Road Corridor.

1820—The first settler came to Pike Township. James Harmon came to the area from Pulaski County, Kentucky. His land bordered what was then a Delaware Indian trail and is currently known as 71st Street (Westlane Road to the east of Michigan Road).

1826—The land for Michigan Road was acquired. The land necessary for the Michigan Road was purchased from the Potawatami tribe in the Treaty of 1826. The planned road extended from Michigan City south through Indianapolis to the Ohio River and eventually became the main north-south travel route through Indiana.

1832—The town of Augusta was platted. The town was founded as a stopover for travelers on the Michigan Road. Most of its small businesses, such as grocers, blacksmiths, and dry goods purveyors provided services for local farmers or travelers. The houses in this area are Dutch-Vernacular, Federal, Vernacular, and Gabled, with construction dates ranging from 1834 circa to 1910 circa. Today, Augusta is a mix of residences, retail stores, and offices.

1834—Michigan Road was declared “passable” and travel began. “Passable,” however, only indicated that the road had no stump over a foot high over its entire length. Also, the road was only passable during the six driest months of the year because of several swampy areas along its route. The builders of the road attempted to overcome these swampy obstacles through the use of corduroy, the technique of laying logs down over the original surface of the road.

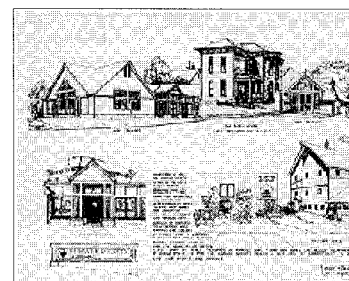
1840s circa—The Michigan Road Tollhouse was built. The building was originally a one-story farmhouse although it has since evolved to the two story structure we see today. Located at 4702 N. Michigan Road, the Tollhouse was added to the National Register of Historic Places in August of 1974 and is currently owned by the Historic Landmarks Foundation of Indiana.



1852—Aston Inn was built by George Aston. The Aston Inn was a stagecoach stop. It was the last stop for people with cattle riding to the Indianapolis stockyard. It is located at 6620 Michigan Road. The Inn was built in the Greek Revival style and is listed on the National Register of Historic Places.

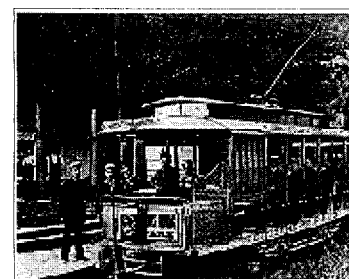


1866—Tolls were first collected for use of the Michigan Road. Since the state could no longer afford to maintain the road, the Augusta Gravel Company obtained Michigan Road in the 1860s. The company covered a section of the road north of Indianapolis with gravel and charged for its use until 1892. The average toll for a horse and buggy was a nickel, and a rider on horseback was charged three cents. Of course, there was no charge for funerals or for those using the road to attend church services.



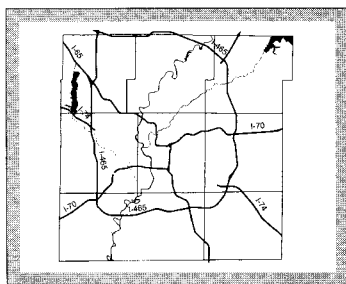
1870's—The current administrative offices of the Humane Society were built. Located at 7929 N. Michigan Road, the building was originally the home site of the Powers family. It was renovated in 1990 from a condemned condition, and won an award for adaptive reuse from the Historic Landmarks Foundation. The Society acquired the site in 1967, added on to its facility in 1990, and is planning yet another 10,000 square foot expansion for 1999.

1900—The Interurban Railroad began service to Indianapolis, Franklin and Greenwood. By 1910 the service expanded into Pike Township through land that now belongs to the Indianapolis Art Museum. Also by this time, the interurban connected all cities within a 200 mile radius of Indianapolis, including Fort Wayne, Greenfield





"Augusta Depot"



and Louisville. However, the railroad was forced into bankruptcy due to the financial stress caused by the Great Depression and with the advent of the automobile.

1955—The Town of New Augusta celebrated its Centennial. The town was built in 1852 around a railroad station, and is currently listed as a historic district on the National Register of Historic Places. At its peak in 1955 the town boasted 200-300 residents, with three grocery stores, a small manufacturing plant, a feed and grain store, and other various shops. Even though it is currently surrounded with modern development, it stands as a testimonial to the days when the railroad was essential to Indianapolis' history.

1969—The Indianapolis Museum of Art acquired its current site. Established in 1883 as the Art Association of Indianapolis, the Indianapolis Museum of Art opened its first museum at 16th and Pennsylvania Streets in 1902. In 1965 the children of Mr. and Mrs. Josiah K. Lilly, Jr. donated their parents' estate to the Art Association. After three years of renovation, the museum opened at its current site at 38th Street and Michigan Road as the Indianapolis Art Museum.

1970—The I-465 loop was completed. Anticipation of this completion spurred tremendous residential growth in the northern section of Pike Township, which had previously remained mostly agricultural. In fact, from 1960 to 1970 the population of Pike Township increased by 125 percent, making it the fastest growing township in Marion County.

Early 1970's—Commercial growth exploded on the Corridor. During this time, both the Westlane Road and College Park areas were developed, which has given the northern section of the Corridor much of its character.

1972—First Corridor land use plan. The Crooked Creek Community Council (C4) commissioned D.B. Fisher and Architects Inc. to develop a detailed land use plan for Michigan Road Corridor.

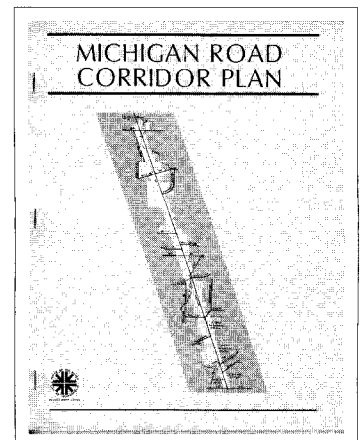
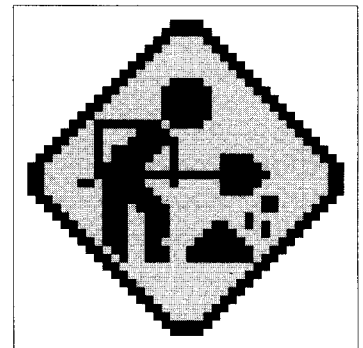
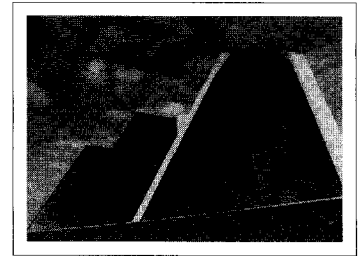
1972—The “Pyramids” were built. The Pyramids designed by Roche and Dinkeloo, were originally constructed for the College Life Insurance Company of America as a storage facility for its vast amount of records. With the advent of the computer age, the storage space became unnecessary and other tenants assumed the extra space. Each of the three buildings contain 100,000 square feet of office space and are interconnected by an elevated walkway.

1979—Corridor name was changed back to Michigan Road. A community based initiative led to the name change of Northwestern Avenue to its original historic name of Michigan Road – the oldest north-south highway in Indiana.

1988—The Michigan Road Corridor Plan was adopted. After a year-long long cooperative effort among the Department of Metropolitan Development Division of Planning staff, other City Agencies and neighborhood representatives, the Corridor Plan was developed to revitalize, beautify and manage the expansive growth along Michigan Road. The boundaries of the plan extended along Michigan Road from 38th Street to 79th Street.

1995—The Michigan Road Corridor underwent reconstruction. Beginning in 1995, Michigan Road was widened from two to four lanes from Cold Spring Road to 86th Street. After two years of inconvenience for residents and business owners alike, the project ended with the widening of three bridges in the fall of 1997. In terms of future projects, Michigan Road is slated for widening from four to six lanes from 86th to 96th Streets in the Summer of 1998.

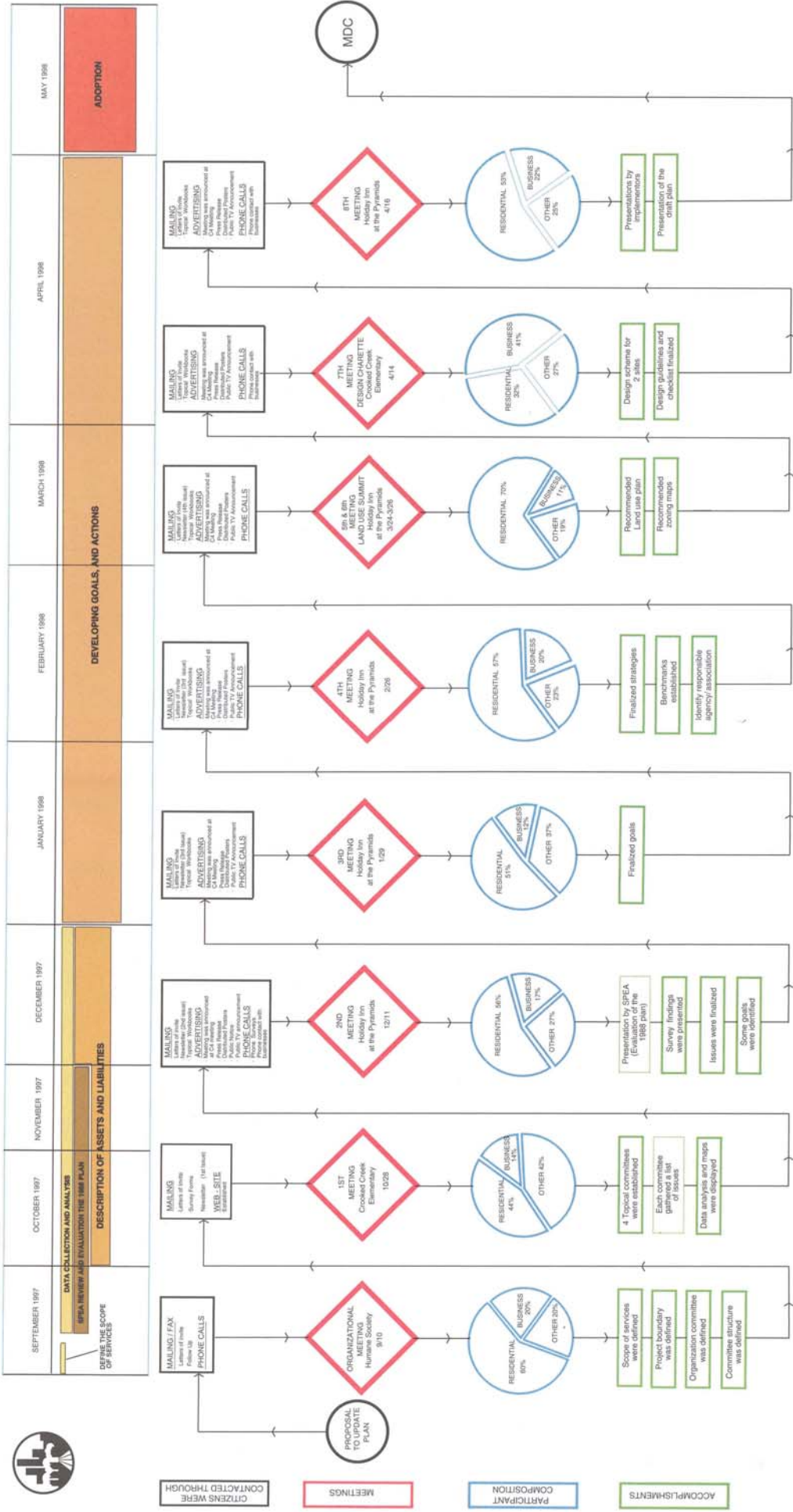
1998—The Michigan Road Corridor Plan Update was adopted. After a nine-month effort involving the neighborhood, institutional and



business representatives, Department of Metropolitan Development Division of Planning staff, other City Agencies, and Indiana-University-Purdue University at Indianapolis graduate students, the Corridor Plan was updated to address changes and issues that arose since the original plan.

MICHIGAN ROAD CORRIDOR PLAN

The Planning Process



* [Other] includes institutions, such as, churches, schools, government, organization, etc.

PLANNING PROCESS

The most unique features of the Michigan Road Corridor Plan Update process were:

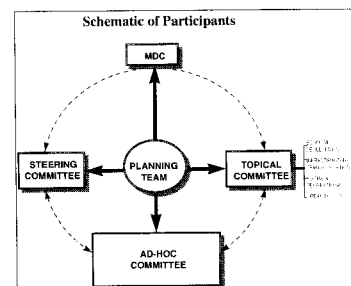
- Team approach;
- Broad-based participation; and
- Focus on implementation.

TEAM APPROACH

Instead of one or two planners working on a Plan for a period of 15 months, a team approach, whereby six planners worked for a shorter period of nine months, was preferred. The team approach allowed: 1) the flexibility to try new and unique strategies to pursue broad-based, educated, and timely participation; 2) a strong focus on implementation; and 3) “cross pollination” of ideas and innovative problem solving by planning staff. The core planning team included five planners (each working a percentage of their time) and a part-time planning intern.

A team of six graduate students from the School of Public and Environmental Affairs (IUPUI), under the supervision of Dr. Greg Lindsey, carried out the review and evaluation of the 1988 Plan, and conducted an extensive survey of residents and businesses along the Corridor.

The planning process also involved active participation from the technical experts in the public and private sector (for example: Department of Capital Asset Management, U.S. Small Business Administration, Ameritech, and Indianapolis Economic Development Corporation), and people most likely to carry out the implementation of the Plan (for example: Neighborhood Associations, DCAM, Division of Neighborhood Services, Sheriff’s Department, and social service providers).



All participants were part of the ad-hoc committee. The invitation to the first meeting included a survey form, with a brief explanation of the likely topics to be discussed in each topical committee. Based on their issues and concerns, the participants were asked to select and participate in a topical committee. The survey form also polled them for ideal meeting times and places. Each topical committee was staffed with a technical expert and a member of the core planning team.

Most of the work was conducted in the four topical committees: Transportation and Infrastructure, Urban Design, Economic Development, and Social and Recreational. Within these four committees, which met concurrently, issues and concerns were raised, goals were formulated, and strategies were developed to achieve the goals. The technical experts from each committee provided a brief summary to all participants at the beginning of each meeting to ensure that everyone was aware of what was being discussed in all of the committees and had the opportunity to respond and provide input.

A steering committee was formed for two main reasons: to resolve potential conflicts within the topical committees and to spearhead the implementation process.

BROAD-BASED COMMUNITY PARTICIPATION

A plan prepared without active participation from all the stakeholders is less likely to inspire a sense of proprietorship and is less likely to be implemented. Therefore, it was critical that the planning team employ as many outreach strategies as possible to ensure a maximum level of understanding and participation by the residents and businesses impacted by this Plan. The study area includes an equal proportion of three key stakeholders: businesses, residents, and institutional uses.

A concerted attempt was made to include participants that are as diverse as the Corridor itself. In an attempt to determine participant composition, sign-up sheets for each of the meetings asked the

participant to indicate if they were a resident, a business owner, or a representative of a school, religious institution, or governmental agency (other). The pie charts on the Planning Process Table display the composition percentages at each of the meetings. Overall, resident participation has remained the strongest throughout the process, followed by those in the "Other" category, and the businesses. In response to low business participation, the Department of Metropolitan Development (DMD) made special efforts (personal visits and random phone calls to businesses on the Corridor) to inform the businesses about the forthcoming meetings.

The planning team employed the following strategies to pursue a broad-based representation throughout the planning process:

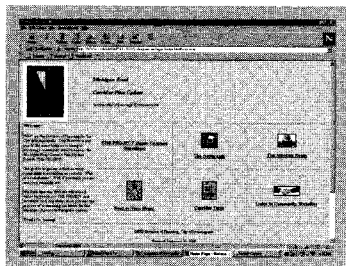
Public meetings:

A total of eight public meetings were held, from October 1997 to May 1998. The public meetings were the largest and most easily accessible forum for all stakeholders on the Corridor to become a part of the planning process. As such, every effort was made to notify interested parties of the upcoming meetings. Overall, there was an average of 35 participants per meeting. Three of the six meetings had attendance in the thirties, two had participation in the twenties, and the December meeting boasted the highest attendance rate at 56. As a trend, the later meetings had smaller attendance, but the low attendance did not affect the high quality of participation.

Mass Mailings:

Over 800 names were included on the mailing list. The names were obtained from the Assessors Office and field checked for accuracy. Also included on this list were those individuals expressing an interest in receiving information even though they may not reside, or own property or a business within the actual study area boundaries. Therefore, the list has changed throughout the duration of the planning process.





Web Site:

An interactive web site was created specifically to disseminate information regarding the Michigan Road Corridor Plan Update for those who could not attend the public meetings, or to supplement information that people may have obtained at the meetings. Located on this web site were announcements of future meetings, frequently asked questions, summaries and pictures of the public meetings, and copies of all the published newsletters. Also included on the web site was connection to the City's and other community web sites, and an e-mail address for those who wished to contact the planning team regarding the project via the Internet.

Web site address: <<http://www.IndyGov.org/dmdplan/michigan>>

Surveys:

Several surveys were conducted during the planning process. In the early part of the planning process, the SPEA students developed and administered surveys to the businesses and the residents within the study area boundary to draw out issues and concerns from those who live and work on the Corridor. Of the 563 valid addresses used in the survey, 202 were returned, of which 100 were residences and 102 were businesses, for an overall response rate of 35%.

A phone survey was conducted in December 1997, and a similar survey was distributed at the following meeting to determine the efficacy of the information included in the mailings. Overall, the newsletter and the public meetings received the highest marks from the community.

Newsletters:

Four issues of *Michigan Minutes* newsletters were published and distributed to all stakeholders within the plan boundaries. Typically, each newsletter had a brief synopsis of the last meeting's events, information on amenities or historical facts on the Corridor, a preview of the next community meeting, further reading suggestions, and other pertinent information. The newsletters were created and produced by

the planning team. The Michigan Road Corridor community meetings were also featured in the Crooked Creek Community Council (C4) and Crooked Creek Elementary School newsletters.

Posters:

Posters announcing meeting times were displayed at commercial establishments along the Corridor, at the local library branch, inside Metro buses covering the Corridor, and at several other locations. This technique was used to reach the stakeholders that may not have received the information through the mail and do not have access to the web site. It was also used as a reminder for those who had forgotten the place, date, and time of the meeting.

Presentations at Neighborhood Meetings:

The planning team made presentations at several Crooked Creek Community Council (C4) and Highland Kessler neighborhood meetings throughout the planning process to generate interest and participation. A presentation was also made at the Sertoma Club meeting.

Public Access Channel:

Channel 16 (public access channel) advertised and broadcast some of the meetings to generate broader participation and introduce the Plan to those who have access to cable television.

Press Releases:

The planning team sent out press releases to the Indianapolis Star and Topics newspapers before each meeting, resulting in informational articles on some of the meetings. This technique generated a few calls for further information on the Plan from residents both near and further away from the Corridor.

Public Notices:

Public notices were placed in the Indianapolis Star for the earlier meetings. The coverage (easy to miss small print) in the newspaper did not justify the high cost involved with printing public notices.



Sending out press releases was free and the forthcoming meetings got a larger coverage.

Phone Calls:

The planning team made random phone calls to businesses and residents to inform them about forthcoming meetings. The calls targeted businesses due to their low level of participation in the public meetings, only generating minimal additional participation.

Catering to Citizens:

Catering to Citizens (CTC) is a methodology developed by Mayor Stephen Goldsmith to help city agencies and organizations transform themselves into flexible, service-oriented organizations that focus on meeting and exceeding their customers expectations. He created the Department of Metropolitan Development Pilot Team to develop strategies to ensure that community plans are developed with genuine broad-based community input, without increasing planning process costs.

The Michigan Road Corridor Plan Update community involvement process was used as a representative case study, to examine the use and value of the different strategies adopted.

The Catering to Citizens focus greatly benefited the Michigan Road Corridor Update process. Through constant dialogue and internal and external customer surveys, the above-listed strategies were constantly modified to add more value to the entire planning process.

FOCUS ON IMPLEMENTATION

The Plan is an on-going process. It does not conclude when the Metropolitan Development Commission adopts the Plan. A successful Plan is one that can be measured with tangible results. Sometimes these results are actual “brick and mortar” construction projects. However, quite often the Plans can generate an enhanced self-image, a

higher level of focus, scrutiny, and maintenance within the study area, and a host of other benefits.

From the start, the focus of the planning process has been on implementation. Towards that end, the community meetings have involved an active participation from those that are likely to be involved in the implementation of the project. The topical committees had representation from the Department of Capital Asset Management (DCAM prepares the Capital Improvement Plan), and the Division of Neighborhood Services (responsible for reviewing rezoning and variance petitions).

The strategies were articulated for three time periods. The first time period focuses on short range strategies (quick victories). It suggests activities that can be accomplished with limited funding and resources in the next one or two years. It represents a time to build an image for the Michigan Road Corridor. Smaller projects like tree planting, corridor-wide clean-up, and installing gateway signs will show progress and generate additional interest and resources on the Corridor.

The second time frame illustrates the middle range strategies, which could take two to five years to accomplish, and for which additional resources and funding may be necessary. It represents the time to build the structure of the Corridor by establishing more permanent associations, programs, and improvements.

The third time frame is the long range strategy, which could take five to ten years to accomplish, and is more difficult to predict at this time. Assuming that progress is made in the previous two time-frames, the long range strategy emphasizes reinvestment, self-sufficiency, and reassessment.

For each strategy, the persons/agencies/associations responsible for carrying out the action are identified along with a suggested benchmark (time-frame). It is important to recognize that the strategies identified throughout the planning process to realize a

The Purpose of the 1988 Plan was:

"to provide a basis for both public and private investment decisions, and serve as a primary basis in preparing staff comments in rezoning and variance cases, and for making decisions regarding capital improvements" (Department of Metropolitan Development, 1988).

The Workshop Team Assessed the 1988 Plan on Baer's Eight Criteria:

1. Adequacy of Context
2. Rational Model Considerations
3. Procedural Validity
4. Adequacy of Scope
5. Guidance for Implementation
6. Approach, Data and Methodology
7. Quality of Communication
8. Plan Format

"community vision" may change as the participants change or new information and resources become available.

EVALUATION OF THE 1988 PLAN

A necessary first step in preparing this Plan Update was to critically examine the successes and shortcomings of the previous Plan for the Corridor. The City of Indianapolis initiated the development of the 1988 Michigan Road Corridor Plan in 1987 in response to proposals by the Department of Transportation to widen the Michigan Road Corridor. Since the Plan was adopted in 1988, significant changes along the Corridor have led the Department of Metropolitan Development (DMD) to revisit and update the 1988 Plan. For the Michigan Road Corridor Plan Update, the planning team identified the following tasks to be completed during the planning process:

Description	Task	Completion Date
1) Define the name and boundary of the September, 1997 project and the scope of services to be provided by the Division of Planning	Division of Planning	September, 1997
2) Review and evaluate the 1988 Plan: <ul style="list-style-type: none">• Evaluation of Plan Content• Evaluation of Plan Outcomes• Examination of Capital Improvement Program• Administration and Analysis of Business and Residential Survey	SPEA Graduate Planning Workshop	December, 1997
3) Data collection and analyses	Division of Planning	December, 1997
4) Describe assets and liabilities	Division of Planning	December, 1997
5) Develop goals, strategies and actions	Division of Planning	April, 1998
6) Plan adoption	Division of Planning	May, 1998

Members of the SPEA Graduate Planning Workshop were invited to assist in the review and revision of the earlier Plan. The Workshop Team applied two approaches in evaluating the Plan:

1) *a plan assessment*, and

2) *a post-hoc evaluation of plan outcomes*

While plan assessment is typically performed prior to implementation, the Team completed the assessment following implementation, or post-hoc, because assessment provides good information about what should be in a plan. The Team also reviewed the outcomes of the 1988 Plan to determine its effectiveness. Results of both assessments were then summarized to form recommendations for the new 1998 Corridor Plan.

Plan Content Assessment

Eight criteria were used to assess the contents of the 1988 Plan. Each criterion was applied by asking a set of questions. Scores were assigned to each criterion based on answers to questions, summed, and used to identify strengths and weaknesses of the 1988 Plan that have implications for the current planning process. The resulting strengths and weaknesses of the plan are listed in the sidebar to the left.

Evaluation of Plan Outcomes

The Workshop Team looked at the tools of implementation identified in the 1988 Plan:

- 1) Rezoning and variances; and
- 2) Capital improvements.

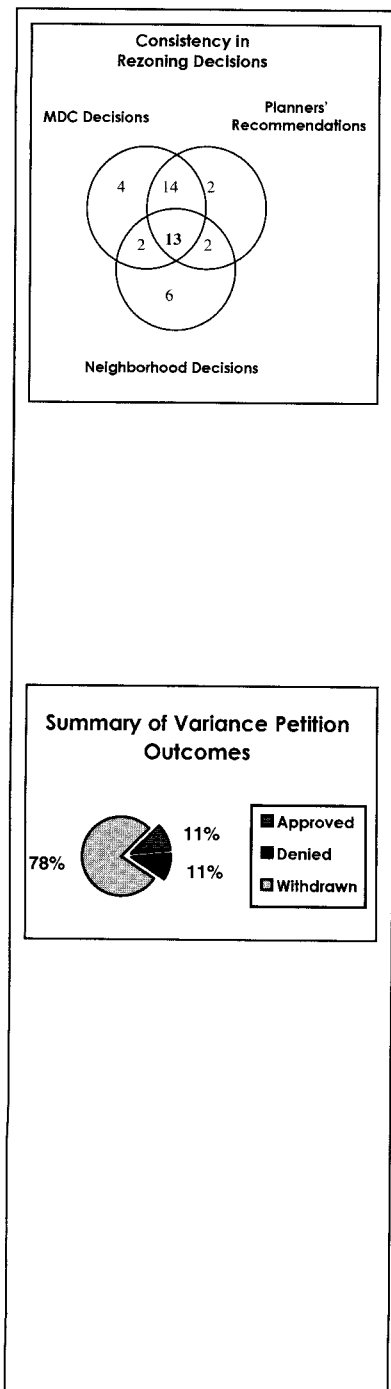
The Team examined all rezoning and variance petitions that occurred along the Michigan Road Corridor (from 38th Street to 96th Street) between January 1988 and October 1997. Outcomes were examined to determine whether specific changes recommended in the Plan had occurred. The 1988 Plan identified two levels of priority for 64 properties that should be rezoned. Priority I included 39 properties that were to be rezoned as soon as possible, and priority 2 included 25 properties that were to be rezoned whenever possible, or in the event

The Strengths of the 1988 Plan were:

- Provided a clear historical summary and background information on existing conditions;
- Thoroughly defined Corridor problems;
- Identified goals and objectives towards resolving problems;
- Presented and communicated ideas in a convincing and effective manner.

The Weaknesses of the 1988 Plan were:

- Implementation provisions were vague and failed to clearly define the necessary steps and the parties responsible for ensuring that goals and objectives were carried out;
- Zoning and capital improvements were the only tools identified for implementing the Plan; and
- No provisions were made for tradeoffs between goals and objectives, and no alternative strategies were presented.



existing inappropriate uses relocated. The Plan also recommended incorporating site improvements in the variance and rezoning process.

Following is a summary of rezoning and variance cases:

Rezoning:

- Metropolitan Development Commission (MDC) approved practically all rezoning petitions (32 of 33) on the Michigan Road Corridor from 1988 to 1997.
- Overall, 57% of MDC decisions were consistent with both the recommendations of the planners and records of neighborhood opinions found in DMD files.
- 87% of MDC decisions were consistent with Planners' recommendations. In four cases, MDC decisions differed from planners' recommendations. In all four cases, planners recommended denial of the petitions while MDC granted approvals which involved rezoning properties into commercial uses.
- More than half of MDC decisions (65%) were consistent with neighborhood opinions. Of the eight cases where MDC decisions differed from neighborhood opinions, MDC denied one petition that the neighborhood supported and approved seven petitions that were opposed by neighborhood organizations or representatives. All cases involved rezoning properties into commercial uses.
- 68% of neighborhood opinions were consistent with planners' recommendations. There were seven cases where opinions were inconsistent. Planners made recommendations based primarily on the Comprehensive Plan and the 1988 Corridor Plan, as well as of the surrounding areas. Neighborhood opinions, on the other hand, focused on the development impact as the most important criteria.
- Of the 64 Priority I and II rezoning recommendations outlined in the 1988 Plan, 6% were undertaken as planned, 17% were rezoned not in accordance to the Plan, and there was no zoning change on the remaining 49 properties (77%).
- The total rezonings from 1988 to 1997 involved 275 acres. Of these areas, 120 acres were rezoned into commercial use, 110 acres

into residential use, and 45 acres into special uses such as churches.

Variances:

- The majority (78%) of variance petitions were approved by the Board of Zoning Appeals, 11% of variance petitions were denied, and 11% of variance petitions were withdrawn.
- 87% of the variance petition outcomes were consistent with the recommendations outlined in the staff reports, 58% of the variance petition outcomes were consistent with the neighborhood opinion, and 43% of the variance petition outcomes were consistent with both the recommendations outlined in the staff reports and the neighborhood opinion.
- 45% of the variance petitions were for properties outside of the original 1988 Plan boundary, and 24% of variance petitions were for properties outlined in the 1988 Plan Needs Assessment.
- 28% of all cases were petitions for a variance of development standards of Sign Regulations, 22% were petitions for a variance of use of the Commercial Zoning Ordinance, and 13% of all cases were petitions for a variance of development standards of the Commercial Zoning Ordinance.

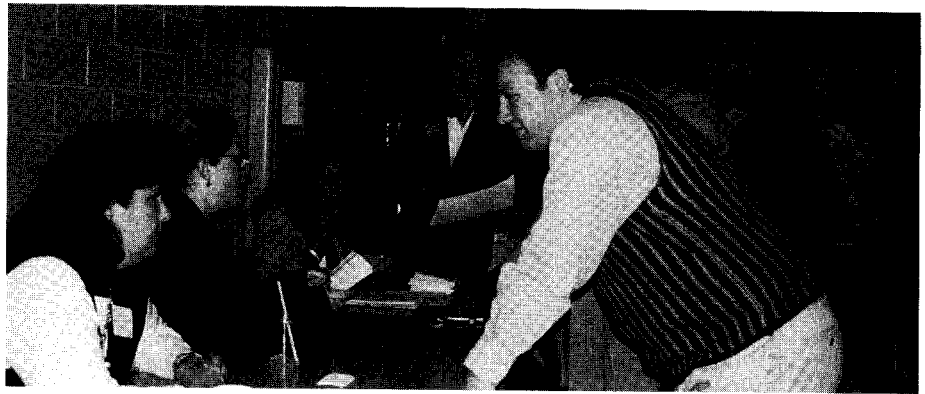
Capital Improvements Program

In addition to the rezoning and variances, the Team also examined the Capital improvement Program in relation to the Michigan Road Corridor. The 1988 Plan was created in response to proposals by the Department of Transportation to widen the Michigan Road Corridor. The 1988 Plan placed considerable emphasis on widening Michigan Road to alleviate the traffic conditions along the corridor, and to alleviate other negative developments along the Corridor. The Plan stated that there were numerous complaints of congestion, high accident rates, declining Levels of Service (LOS), and disinvestment problems that created the need for improvements.

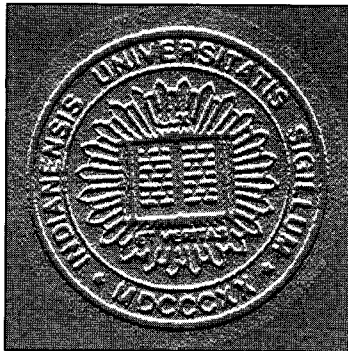
The 1988 Plan stated that in the early 1990's the Indianapolis Department of Transportation (DOT) would undertake a widening

Summary of Capital Improvements on the Michigan Road Corridor:

- The Corridor experienced declining Levels of Service (LOS) as early as 1982.
- The planned widening did not occur due to increased costs and potential environmental impacts on Crooked Creek.
- A compromise was made in which four travel lanes would be created by converting the shoulders to travel lanes and incrementally improving major intersections and bridges.
- By 1996, level of service improved at five of six locations because of improvements made.
- Despite the improvements current projections show lower LOS and higher average daily traffic along the Corridor in the year 2006.
- Planning capital improvements is a complex process in which decision makers take public opinion into account. Change in the scope of the Michigan Road project were made partly in response to citizen concern.



School of Public and Environmental Affairs Graduate Students



**SPEA (School of Public and Environmental Affairs),
Workshop Recommendations
for the Plan Update:**

- Greater flexibility through multiple visions, strategies, and implementation tools;
- Clear identification of responsible parties for implementation tasks;
- Presentation of strategies for on-going assessment (e.g. database to track parcel changes);
- Greater collaboration with businesses that lead development along the Corridor;
- Greater collaboration with utilities and other municipalities impacting conditions along the Corridor;
- Explicit recognition of market forces that dictate land use change; and
- Emphasis on economic development while mitigating the traffic effects.

project between 38th Street and just south of 86th Street. The widening of the Corridor was canceled, however, for many reasons including cost, public opposition, right-of-way acquisition and environmental impacts. A compromise was made in 1992, which resulted in incremental improvements in traffic flow on the Corridor. By December 1997, the Corridor had at least four lanes of travel, with the exception of the segment between 38th Street and Cold Springs Road.

SURVEY RESULTS

The Workshop Team also developed and administered surveys to the residents and businesses on the Michigan Road Corridor. The surveys, which were conducted during the period 10/10/97 to 11/29/97, had a combined response rate of approximately 35%. The surveys solicited information about the Michigan Road Corridor that will be used in preparing the 1998 Plan. A complete summary of survey results is presented in the 1997 *Michigan Road Corridor Survey Report*.

Following is a summary of the survey responses that reflect opinions of business and residents about being on the Corridor:

Community services in need of improvement:

Businesses:

1. Street maintenance and cleaning
2. Police protection
3. Sidewalk maintenance
4. Water
5. Sewage

Residents:

1. Water
2. Sewage
3. Street maintenance
4. Sidewalk maintenance
5. Trash collection

CONCLUSION

In sum, the 1988 Plan provided a thorough description of the Corridor problems. It clearly identified and presented its goals and objectives, along with other background information, in a convincing and effective manner. The Plan also included detailed information on the desired land use and site planning (as shown in the Land Use Plan, the priority rezoning, the Needs Assessment, and Urban Design Plan). However, the extent to which the 1988 Plan guided and shaped the development along the Corridor was limited due to its vague provisions for implementation and lack of alternative strategies. Although the Plan provided recommendations on appropriate land use patterns, it did not specify the parties responsible and the necessary steps to accomplish those tasks. In addition, the content of the 1988 Plan was closely tied to the road-widening project. The cancellation of the widening project has had a significant impact on the land use pattern along the Corridor that was not anticipated and therefore changed the context for plan implementation.

In retrospect, it seems clear that the restricted tools for implementation and the lack of clarity with regards to responsible parties placed significant limitations on the extent to which the goals and objectives of the 1988 Plan could be achieved.

Survey results indicate that many of the problems that were present along the corridor in 1987 remain in 1997. While residents like the convenience and access provided by the Corridor, they dislike traffic and believe that infrastructure needs to be upgraded and maintained better. Businesses want better maintenance of streets and police protection, among other items.



PART II:

COMMITTEE WORKBOOKS

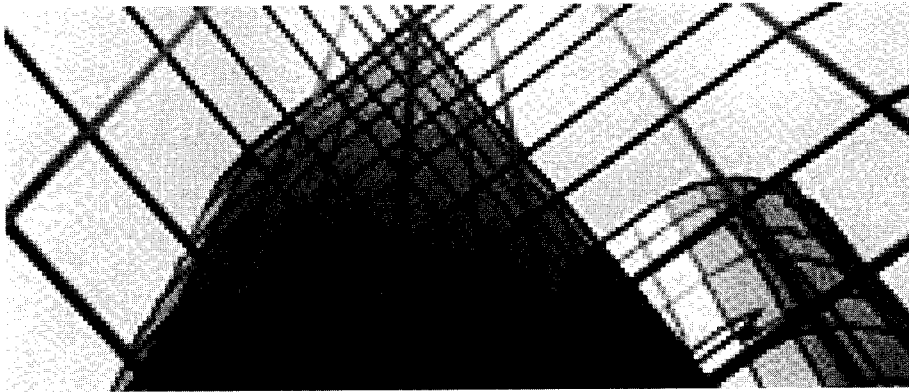
This section comprises of four workbooks that were developed at the community meetings:

- Economic Development
- Social and Recreation
- Transportation & Infrastructure
- Urban Design

Each workbook includes issues, goals, and short (1-2 years), medium (2-5 years), and long range (5-10 years) strategies.

The summary table at the end of this section lists the strategies, and the persons/agencies/organizations responsible for carrying out the strategies (see page 72).

The names and phone numbers of the various organizations responsible for carrying out the strategies are listed in the Glossary (see Appendix H). The potential funding sources are listed in Appendix A.



COMMITTEE WORKBOOK A

Issues, Goals, & Strategies

A: ECONOMIC DEVELOPMENT

Organization Among Businesses

Issue:

Business owners do not feel a sense of commitment to the corridor.

Goals:

- Organize the businesses to form a not-for-profit association.
- Develop a economic plan for the Corridor.

Short Range Strategy:

Bring 5-10 businesses together to discuss the options, needs, and strategies for organizing a business association.

Middle Range Strategy:

Recruit members for the future business association. Provide information to the businesses about the tangible benefits of membership.

Establish by-laws and other necessary elements for a formalized business association.

Long Range Strategy:

Organize annual events (i.e. luncheon and speaker, workshop, etc.) to create a forum for communication and interaction among area businesses.

Partner with existing organizations (i.e. Multi-Service Center, high schools, churches) to improve the communication regarding employment availability along the Corridor.

Work with various agencies that are involved with the development, such as:

The Economic Development Committee had three primary concerns that were discussed in the course of the planning process:

- *organization among businesses,*
- *redevelopment opportunities, and*
- *a sense of place.*

The first two concerns are addressed in this section.

The third concern, pertaining to sense of place, is dealt with in the Urban Design Section.

The Indianapolis Chamber of Commerce has identified the following benefits associated with formation of business associations:

- Maintain and promote the area
- Disseminate information to the public
- Provide networking opportunities
- Enhance communication among businesses
- Improve communication with local government officials
- Advocate on behalf of the business community
- Support philanthropic or volunteer activities

The Economic Development Committee identified the following other potential benefits through the planning process:

- Representation on governmental boards or committees
- Apply for Community Enhancement Funds (based on its nonprofit status)
- Bring in local leaders and technical experts to speak on important issues
- Enable their members to become eligible for group rates on insurance and other services
- Serve as a single point of contact between the businesses and the community.

- City agencies;
- economic development agencies;
- the Indianapolis Chamber of Commerce;
- Realtors and brokers; and
- developers

to identify the character of the Corridor based upon the strengths of the existing market draw and the opportunities to develop a unique position in the marketplace. Emphasize the niche in business promotions and advertisements.

Commercial Redevelopment Opportunities

Issue:

The pattern of development (land uses) does not foster healthy competition and does not address community needs. There is an over-saturation of some commercial uses resulting in a strain for existing small businesses. "Cottage" type industries which support and benefit from the existing businesses are less pervasive along the corridor.

Goal:

Recruit and retain businesses that serve the needs of the community.

Short Range Strategy:

Have neighborhood associations talk to local businesses owners to encourage the businesses to remain on the corridor and to indicate that the community wants them in their neighborhood.

Promote the patronage of local businesses to the surrounding community through such means as:

- featuring local business advertisements in newsletters;
- providing links on the community web sites to business web sites; and
- printing a local business directory as an insert to telephone books.

Middle Range Strategy:

Survey residents and existing businesses on the effectiveness of the current mix of businesses to meet needs. Identify business categories that are needed along the Michigan Road Corridor. Contact representative businesses in those categories (in other areas of the county) to ask:

- whether or not the Michigan Road Corridor is a viable location for that type of business; and
- if the businesses would be willing to locate new stores or offices along the Michigan Road Corridor.

Long Range Strategy:

Promote commercial infill to maximize the use of existing retail space and to attempt to reduce the number of vacancies. Work with Realtors and brokers to encourage the types of businesses that would benefit the residents and existing businesses along the corridor.

Issue:

Financial resources and attention are focused on rehabilitation rather than prevention.

Goal:

Utilize various funding alternatives to prevent community deterioration.

Short Range Strategy:

Develop and make available information on various grants, loans, training programs, and technical assistance available for nonprofit organizations, churches, and businesses along the corridor.

Provide information to small businesses and entrepreneurs about developing business plans, marketing, advertising, etc.

**Business Competition
(Survey Responses)**

The Michigan Road Corridor surpasses other commercial areas for meeting the daily and weekly shopping needs of residents along the corridor.

- Lafayette Square, West 38th Street Corridor, and Broad Ripple are the strongest competition to the businesses along Michigan Road.
- 10% of the residents along the corridor shop along Michigan Road daily.
- Fewer than 1% of the residents shop at Lafayette Square, the West 38th Street Corridor, and Broad Ripple on daily basis.
- Over 45% of the residents shop along Michigan Road weekly.
- Fewer than 15% of the residents shop at Lafayette Square, West 38th Street Corridor, and Broad Ripple on a weekly basis.

**Business Development
(Survey Responses)**

The businesses reported that labor shortages were a problem and that improved awareness of employment availability was necessary. Other business responses included:

- 58% leased space
- 63% had made site and/or building improvements (mostly painting and landscaping) within the last 10 years
- Approximately 25% planned to landscape and paint within the next five years
- 25% planned to expand or add on to their business, with 9% stating if money was available.

**Business Assistance
(Survey Responses)**

Businesses were asked if the local government or a local economic development commission had offered them any assistance.

- Approximately 75% of the businesses said that they had not been offered any assistance.
- 4% of the businesses said that they had received some assistance in the form of advice and information from local governmental and nonprofit agencies.
- 22% of the businesses responded that they were unsure if they had received assistance.

Apply for public and private grants related to community development.

Middle Range Strategy:

Consult with businesses owners and managers on ways to increase profit margins by reducing operating expenses, and thereby:

- enhance business retention; and
- make available more funding for site improvements.

Social services may be the forgotten component of life along the Michigan Road corridor. In the survey of residents of the Michigan Road community, when asked to rate the quality of social services in the area, 71% said they did not know. When businesspersons were asked the same question, 53% replied they did not know.

COMMITTEE WORKBOOK B

Issues, Goals and Strategies

B: SOCIAL & RECREATION

Social Services

Issue:

Many persons in the community desire a common location for social services and facilities.

Many of the social services for the Michigan Road community are either scattered along the corridor, located some distance from the Corridor, are housed in an inadequate facility, unknown to the community, or non-existent.

Goals:

- Develop a “community campus” that would locate social services and facilities in a common area. This should make access to services easier, provide adequate space for the organizations that need it, and could bring other services into the community.
- In the absence of a community campus, needed social services should be provided and adequate space found for existing services.

Short Range Strategies:

Assess the current state of the corridor’s service providers to determine their needs and what other services are missing.

Identify a site for a community campus.

Medium Range Strategy:

Seek commitments from service providers for the community campus and jointly develop a plan, including funding sources.

Issue:

Domestic violence seems to be increasing and there is no a safe house in the area to provide shelter to its victims.

The Social and Recreation Committee looked at park and recreation, public and a wide range of social issues. A brainstorming session at the first meeting generated 34 different issues for the group to tackle. These were combined, prioritized and otherwise narrowed down to the 16 topics explored in this section.

The Current Situation:

The Crooked Creek Multi-Service is able to provide very little assistance to domestic violence victims, yet its caseload has tripled over the last three years. Their clients are very reluctant to go to service providers in the central city. The Multi-Service Center would like to open a safe house and expand its domestic violence victim assistance, however safe houses are expensive to build and insure.

Goal:

Establish a safe house within the Michigan Road Corridor area.

Short Range Strategies:

Evaluate transportation and accessibility to existing shelters.

Meet with representatives from existing safe houses to discuss the process of opening a safe house.

Provide training to churches on the corridor who wish to provide assistance to domestic violence victims.

Medium Range Strategy:

Locate and renovate a vacant building in the area for a safe house.

Issue:

Many persons in the area lack job hunting and employment skills, however no employment office is available in the area to train them or help them find employment..

Goal:

Open an employment office in the area for use by community residents and businesses.

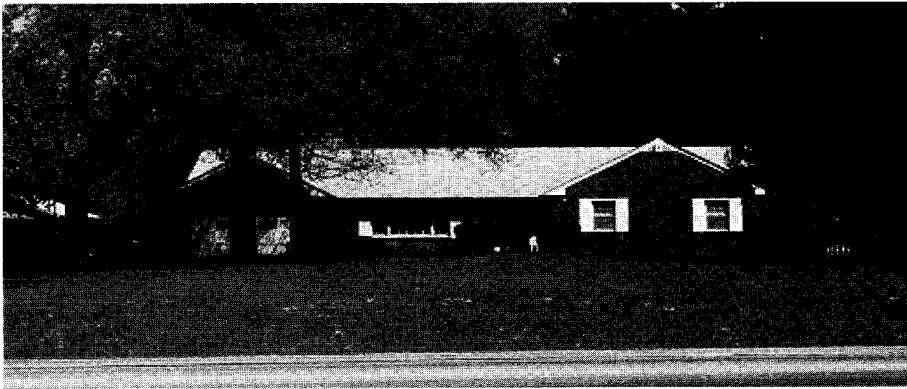
Short Range Strategy:

Coordinate existing efforts to open an employment office.

Issue:

It is difficult for some residents of the corridor to find adequate, affordable housing, which can promote overcrowding.

This particularly affects the immigrant community who also may face language problems and employment problems and who often wish to be located in proximity to each other. Overcrowding is not a generalized problem in the corridor. The rate of persons per housing



unit for the corridor is 2.22, which is less than the County's rate of 2.45.

The Michigan Road community has a strong mix of housing types and prices. Housing prices range from less than \$20,000 to more than \$500,000 (1990 Census data). The ratio of owner occupied units vs. renter occupied units for the Corridor (52%:41%) is similar to the ratio for the County (52%:39%). However there is wide variation in these ratios within the Corridor as shown in the chart to the right. The mix of housing types and prices allow for a diverse group of residents in the area.

Goal:

Promote development and retention of a range of housing types and costs.

Short Range Strategies:

Conduct home ownership classes.

Use volunteer work days to rehabilitate vacant houses.

Medium Range Strategy:

Establish a CDC (Community Development Corporation) for the area.

Issue:

Churches tend to work individually of each other and independently of other social service providers on social issues.

This results in a lack of coordination and an inability to attack issues comprehensively. Recently many of the corridor churches have met together in a "Church Summit" in an attempt to work on this issue.

Goal:

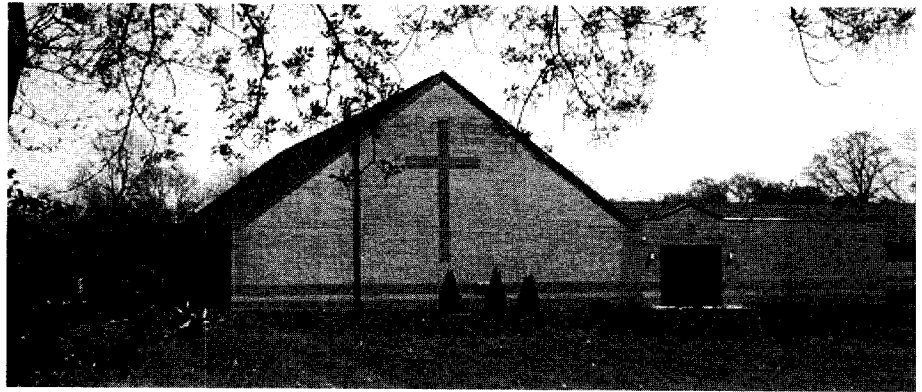
Create a community of churches, social service providers, and public agencies to coordinate response to social issues.

Owners vs. Renters:

The ratio of owner occupied housing units vs. renter occupied housing units varies widely between the north half and south half of the Michigan Road Corridor as shown in the chart below:

	Percent owner occupied	Percent renter occupied
North of 62 nd Street	40%	52%
South of 62 nd Street	62%	28%

Percentages do not total 100 due to vacant housing units.



Other Social Issues:

The issues listed below are important to the quality of life in the Michigan Corridor community. Because of their importance, these issues are listed in this Plan. However, goals and implementation strategies to address these complex social issues are outside the scope of this Plan.

Issue: Availability of affordable child care, particularly for ages infant to 5 years, is limited. Many child-care opportunities exist along the corridor in commercial establishments, churches and homes. However, for many low income families child care costs offset the income derived from leaving the home to work.

Issue: Increase in high school drop-out rate encourages poverty.

Issue: Teen pregnancy and sexually transmitted disease seem to be increasing.

Issue: Recent immigrants to the area, particularly Spanish- and Russian-speaking persons, run into language barriers that limit their social functioning.

Short Range Strategies:

Continue to bring all church leaders in the corridor area together with city planners and social service providers to coordinate and maximize their efforts and to develop a coordinated long-term plan.

Develop, maintain, and frequently distribute a database of social services and programs provide by churches and other social service providers in the area.

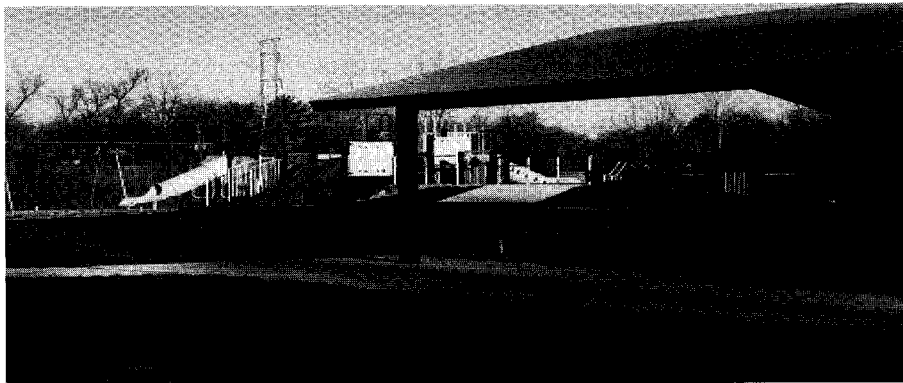
Recreation

Issue:

Outdoor recreation facilities do not adequately serve the entire area.

Based on an acres per person rate, the Michigan Road Corridor community has about the same amount of park acreage per person as Marion County but this statistic does not tell the whole story. Three of the five parks serving the area are grouped in the northeast part of the area. The other two parks both serve the extreme southern part of the corridor. This leaves large portions of the corridor without adequate park land. Adding to the deficit is that although Bertha Ross Park is close enough to the study area to serve its needs, the park probably gets very little use from the study area's residents. The reason for this is the perception of this park as "belonging" to a different neighborhood.

In a survey of Michigan Road community residents, participants were asked if too much land, too little land or the right amount of land was devoted to various land uses. Parks and recreation was, by far, the land use most people chose as having too little. Not one respondent said there was too much park land. In the same survey 39% of the respondents thought the area was not adequately served by parks. The facilities within parks are also lacking in the Michigan Road corridor. The chart to the right shows the need for certain facilities as based on the county's rate of recreation facilities per person.



Goals:

- Make better use of existing parks and recreation facilities, but taking care to not over-develop or overuse them.
- Open additional recreation land and facilities; the southern and western parts of the corridor are particularly in need.

Short Range Strategies:

Open church and institutional land that is in excess to the needs of the church or institution for public recreation.

Complete proposals in the WISH Park Master Plan.

Complete proposals in the Crooked Creek Community/Juan Solomon Park Master Plan.

Complete the proposals of the most recent site plan for Fairview Park.

Medium Range Strategy:

Conduct and implement a master plan for Fox Hill Manor Park.

Long Range Strategy:

Create additional publicly owned park land.

Issue:

Few indoor recreation facilities exist in the area and much of the existing recreation programming is seasonal and not year-round.

Goals:

- Make better use of existing indoor recreation facilities.
- Open an indoor recreation center.
- Support the development of a multi-purpose community campus.

Short Range Strategies:

Maintain and distribute a database of recreation programs offered in the area by churches and social service providers.

Park Acreage in Midwestern Cities:

Another park land consideration is that although the study area compares favorably to Marion County as a whole, this may not mean that the area is adequately served. Marion County has a low rate of park land per person when compared to other large Midwestern cities.

City	Acres/1000 persons
Indianapolis	12.1
Cincinnati	12.6
Columbus, OH	21.2
Kansas City	17.1
St. Louis	26.5

Recreation Facilities:

Additional number of selected recreation facilities needed to meet the demand of Michigan Road Corridor Residents

Facility	Number needed to serve population
Basketball courts	2.75
Tennis courts	4.5
Ball diamonds	1.33
Soccer fields	.33

Recent Improvements:

Recreation opportunities in the area have improved in recent years. WISH-TV donated a 16-acre park to the City which has since seen development of a playground and picnic shelter. In 1995 Juan Solomon Park was nearly doubled in size through the efforts of the Crooked Creek Community Council. A new playground and picnic shelter have been added to the park.

The Indoor Recreation Situation:

The City, through its Department of Parks and Recreation, does not run a recreation center in the study area. The closest center is Holliday House in Holliday Park. However, this building is slated for demolition upon completion of a new nature center. The existing parks in the area are poor candidates for a recreation center due to either their small size or lack of buildable land.

Schools and churches are also sources of indoor recreation facilities, however, the availability of these resources is not always widely known. Also, insurance and staffing concerns can discourage schools and churches from opening their facilities.

The Senior Recreation Situation:

Some senior programming is provided in area churches and at the Crooked Creek Multi-Service Center. Holliday House discontinued its senior programming.

One of the most popular fitness activities for seniors is walking, but this is hampered by a lack of sidewalks in the area.

Transportation to recreation facilities is a problem for many seniors. Many seniors do not drive at night or do not drive at all. Walking to programs is hampered by the lack of sidewalks.

Market existing church recreation programs in newspapers, community newsletters and web sites.

Medium Range Strategy:

Open a recreation center within proximity to the corridor.

Issue:

The demand for recreation for seniors exceeds the supply.

An estimated 8000 senior citizens live in the Michigan Road community. Existing programs only begin to serve the large population.

Some recreation providers tend to stereotype the types of activities that senior are interested in. The common assumption is that seniors want only passive activities and are not interested in more active recreation pursuits. This can minimize seniors' opportunities.

Goals:

- Increase amount of, and improve access to, senior activities.
- Include senior recreation in the outdoor recreation and indoor recreation goals on the previous pages.
- Improve conditions for walking as a fitness activity.
- Provide transportation for the elderly and handicapped.

Short Range Strategies:

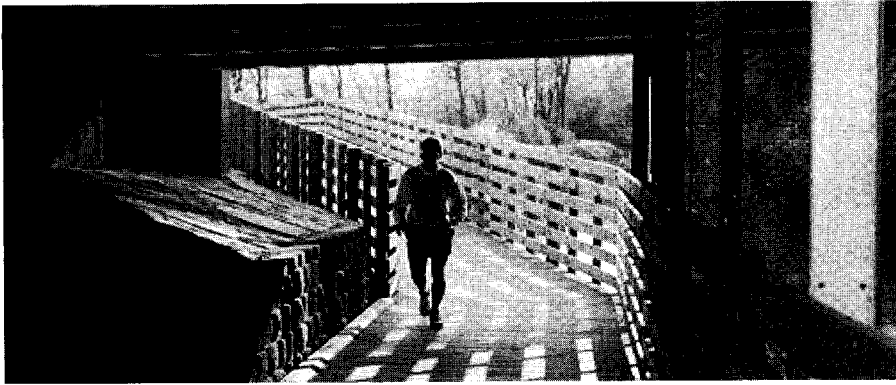
Expand existing transportation programs for seniors.

Provide links to existing Greenway trail along the canal.

Complete proposals in the Indianapolis Greenways Plan.

Issue:

The corridor is not pedestrian friendly.



Goals:

- Improve conditions for walking as a fitness activity.
- Build sidewalks on both sides of Michigan Road and along side streets where needed to link neighborhoods with Michigan Road and with commercial, institutional and recreation land uses.
- Increase the connections among land uses and between parcels.

Short Range Strategies:

Build an asphalt path along one side of Michigan Road.

Provide links to existing Greenway trail along the canal.

Complete proposals in the Indianapolis Greenways Plan.

When new development requires rezoning, request, as a part of the rezoning process, inclusion of sidewalks.

Long Range Strategy:

Build sidewalks along Michigan Road and side streets.

Issue: Many important destinations in the area are not safely accessible by bicycle.

Goals:

- Improve conditions for bicycling for fitness and recreation.
- Increase the connections among land uses and between parcels.

Short Range Strategies:

Provide links to existing Greenway trail along the canal.

Complete proposals in the Indianapolis Greenways Plan.

Provide bicycle parking at destinations and bus stops.

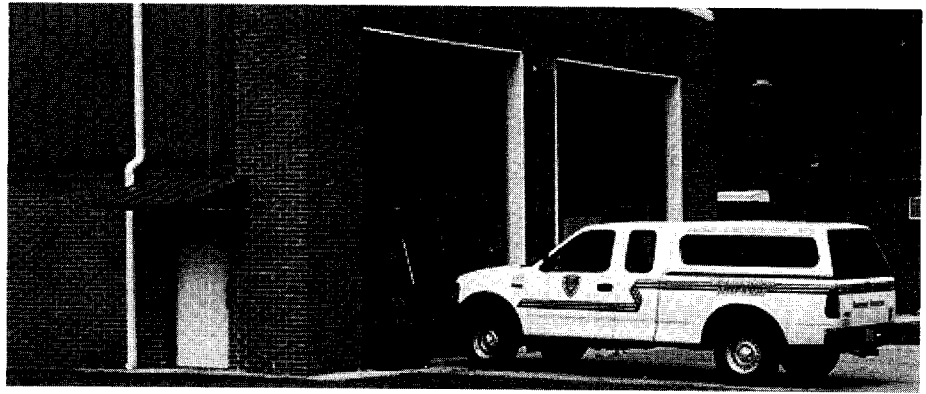
Deterrents to Walking and Running:

Walking and running are among the most popular recreation and fitness activities. However the physical forms of the Michigan Road community discourage them. A lack of sidewalks, along with disjointed land uses and lack of connectivity between uses, makes it difficult for people to get around on foot.

Deterrents to Bicycling:

Even when riding for fun, youth and adults typically ride to a destination. Unfortunately, in the Michigan Road community most important destinations are on streets that are either busy (Michigan Road, Kessler Boulevard, 86th Street) or narrow (Grandview Drive, 79th Street). Alternative routes are often non-existent due to aberrations in the street grid or because alternate entrances to the destinations are not available.

A further deterrent to bicycling is that many destinations do not provide secure and convenient parking for bicycles.



Public Water:

Areas along Michigan Road without public water are:

- The 4200 block to the 5200 block;
- The 5400 block to just south of Kessler Boulevard;
- The 5700 block to the 6100 block ; and
- The 6300 block to the 6700 block.

Opti-Com System:

The Opti-Com Priority Control system works with the city's traffic signal to move emergency vehicles through intersection more safely and quickly.

The unique communication system enables authorized emergency vehicles to activate, detect, and select signalized intersections for momentary right-of-way. Civilian traffic responds appropriately because drivers react naturally to their red or green signal indications. Emergency vehicles cross the intersection efficiently and the intersection returns quickly to its routine.

Medium Range Strategy:

Establish bicycle lanes (widened curb lanes, widened sidewalks, dedicated bike routes) along Michigan Road and other important routes.

Public Safety

Fire Safety and Emergency Services

Issue: An absence of fire hydrants in some existing developments compromises fire protection. Hydrants are absent in areas without public water. Much of the older development along Michigan Road is served by individual wells.

Goal:

Install fire hydrants as public water becomes available.

Short Range Strategies:

Identify areas with ground water contamination. These areas should be the first to be converted to public water.

Identify areas with a large percentage of people willing to convert to public water and work through the process of installing public water.

Issue:

Increased traffic and development could strain emergency services response. Physical changes to the roadways can ease these problems. On the other hand, some neighborhoods are calling for traffic calming measures, such as speed humps, that have the side effect of slowing emergency response time. Alternative forms of traffic calming should be used instead.

Goal:

Modify existing streets and traffic control devices such as stoplights to enable quicker response times.



Short Range Strategy:

Establish Opti-Com system (see sidebar to the right).

Long Range Strategy:

Provide center turn lanes on Michigan Road to facilitate left turns.

Law Enforcement

Issue:

Citizens are not fully aware how to protect themselves and their neighborhoods or how to work with law enforcement agencies to increase security in the area.

Nationally, Crime Watch programs have cut down on crime by 25% to 75%. When asked if their area is served by a Crime Watch Program 53% of Michigan Road area residents did not know. In Marion County, Crime Watch is being supplemented by Senior Watch and Business Watch -- new programs sponsored by the Sheriff's Department. Senior Watch is similar to Crime Watch but is targeted at senior citizens. It also encourages seniors to work to change conditions that hurt neighborhoods. Business Watch is focused on commercial areas where business persons can watch out for each other. These programs should be very helpful in deterring crime. However, participation in these programs is not yet widespread or ingrained.

Goals:

- Provide area residents with the means to make themselves and the area safer from crime.
- Improve the community's communication with the Sheriff's Department.
- Reduce the overall rate of crime in both commercial and residential portions of the area.
- Seek a Sheriff's Roll Call Station to increase the Sheriff's presence in the community.

Survey Results:

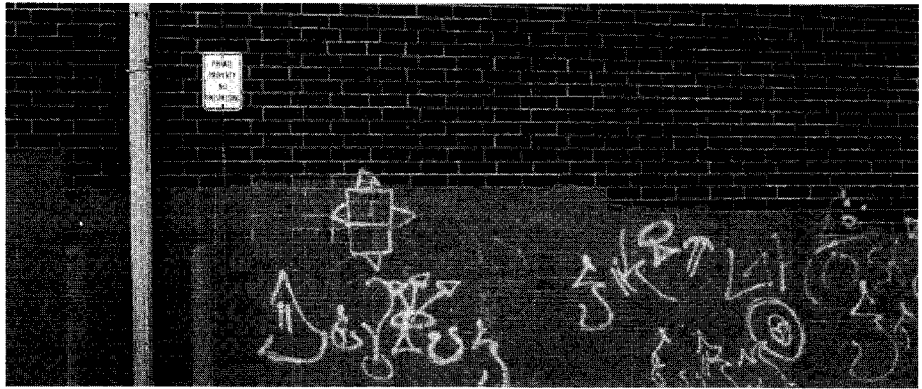
A perceived lack of law enforcement officers' presence perpetuates a sense of insecurity in the Michigan Road community. In a recent survey of residents in the area, 54% thought that increased police patrols were needed. However, police protection was indicated by only 8% of the respondents as the service most needing improvement. In a list of 11 services, police protection was chosen fifth.

Programs are Available:

The Sheriff's Department offers a number of programs to groups aimed at teaching crime prevention, but many persons are not aware that these programs exist.

Programs that are available include: Neighborhood Crime Watch, Senior Watch, White Collar Crimes, Rape Prevention Tips, Gangs, Car Jacking, Robbery, Credit Card Fraud, Holiday Safety, Travel Safety, Home Security Tips, and Citizen Academy.

Programs for kids include: McGruff, Personal Safety, Drug Awareness, Gang Alert, Bicycle Safety, Gun Safety, Lunch With A Deputy, Officer Friendly, Stranger Danger, Turn Off The Violence, 9-1-1, Seat Belt Safety, School Bus Safety, Halloween Safety, Home Alone, Bears On Patrol, and Bicycle Registration.

**Short Range Strategies:**

Conduct curfew sweeps of areas where there are problems with persons hanging out during late hours.

Advertise and promote involvement in Crime Watch and Senior Watch.

Issue:

Certain areas along the corridor are seen as safety and security problems.

Certain businesses are perceived as eyesores, as negative to the community or as aiding criminal activity. Vacant buildings, including empty houses, are an eyesore and a safety concern. Vacant parking lots are often used as places to “hang out”.

Graffiti creates a perception of crime and lack of pride in the community. In a survey of Michigan Road businesspersons, about one quarter of the respondents thought that graffiti control was inadequate.

Goals:

- Rehabilitate eyesore properties.
- Discourage inappropriate use of vacant properties and parking lots.

Short Range Strategies

Enforce compliance with current zoning laws.

Conduct curfew sweeps of areas where there are problems with persons hanging out during late hours.

Conduct meetings of neighborhood organizations and businesspersons to impress upon businesspersons the stability of the neighborhood and to find ways to work together to solve mutual problems such as crime.

Adequately light parking lots and business fronts.

Allow unimpeded visibility into businesses to aid surveillance by law enforcement.

Encourage business owners to make aesthetic improvements to their properties.

Promote reuse of vacant buildings.

Use volunteer work days to rehabilitate vacant houses.

Locate services, such as a library branch, in vacant buildings.

Remove graffiti promptly.

Work with the courts to sentence vandalism offenders to graffiti removal.

Issue:

Fear of crime makes potential employees reluctant to work in the evenings.

Indianapolis has a very low unemployment rate, so it is already difficult to find and retain employees. If an area has a dangerous reputation, it makes it even more difficult to maintain a staff.

Goals:

- Provide area business people and employees with the means to make themselves and the area safer from crime.
- Reduce the overall rate of crime in both commercial and residential portions of the area.

Short Range Strategies:

Advertise and promote involvement in Business Watch.

Review security measures with employees on a regular basis.

Business Security Programs are Available:

The Sheriff's Department offers a number of programs to business groups aimed at teaching crime prevention.

- These programs include:
- Crime Prevention Through Environmental Design;
- Realtor Watch;
- Protection from Robbery;
- Protection from Shoplifting;
- Protection from Work Place Violence;
- Protection from Employee Substance Abuse;
- protection from Credit Card Fraud;
- Protection from Check Fraud; and protection from Bomb Threats.

Arrange for, and participate in, security seminars available from the Marion County Sheriff's Department.

Hire persons from the community.

Teach security measures at employment centers.

COMMITTEE WORKBOOK C

Issues, Goals and Strategies

C: TRANSPORTATION & INFRASTRUCTURE

Pedestrian and Vehicular Safety:

Issue:

Sidewalks are nonexistent throughout most of the corridor, making access to transit difficult, particularly for handicapped persons. (see Urban Design and Social and Recreation section for additional discussion on this issue).

Goal:

To provide safe and well-connected walkway/trail system that links the residential and business areas with shopping areas, transit stops, parks, schools, and employment centers; and can be built at reasonable expense.

Short Range Strategy:

Identify the portions of Michigan Road and its cross streets where pedestrian access is desired, and can be built at reasonable expense. Prioritize the pedestrian facility sections by degree of need.

Medium Range Strategy:

Seek funding and construct the facilities by established priorities.

Long Range Strategy:

Assess the success of the walkway/trail system to this point. Seek funding and construct whatever missing segments remain. Provide ongoing maintenance for existing facilities. Encourage new developments to incorporate the provision of bus shelters.

The Transportation and Infrastructure Topical Committee examined issues such as safety, transit, drainage, and thoroughfare priorities. The Committee established goals and strategies for the issues raised. The Department of Capital Asset Management and the Division of Planning provided guidance and information about opportunities available for strategies and benchmarks. The following information represents the consensus of the Committee concerning transportation and infrastructure issues, as well as what is necessary to adequately address those issues.

Considerations:

- New traffic signals should be considered at the following locations:
 - Between 62nd Street & Township Line Road;
 - Between 71st Street and 79 Street; and
 - At the entrance of Westchester Village.
- Investigate the need for left turn arrows at all signal approaches not currently controlled with a left turn arrow.
- Synchronize existing signals between Grandview Avenue and 96th Street.

Issue:

Certain intersections along the corridor may need installation of traffic signals. Also, certain existing traffic signals may need to be upgraded or coordinated.

Goal:

Install traffic lights and upgrade or coordinate existing traffic signals or intersections where warranted to improve safety, without unduly restricting the movement of traffic along Michigan Road and within a reasonable cost.

Short Range Strategy:

Identify locations along the corridor that meet the criteria of the goal. Conduct signal warrant analysis to determine if technical warrants (standards) are met and synchronize existing traffic lights.

Medium Range Strategy:

Determine costs, seek funding, and install signals. Determine alternatives to traffic signals for those locations not meeting the technical warrants.

Long Range Strategy:

Monitor accident rates and levels of service at locations where signals were installed. Continue to monitor locations where traffic signals were not warranted.

Issue:

Inadequate clear sight distance is a problem at some intersections.

Goal:

Insure that all intersections have adequate clear sight distance.

Short Range Strategies:

Identify the locations along the corridor where clear sight distance is inadequate and prepare a traffic study to determine the minimum improvements required to correct the problem.

Continue to enforce clear sight distance requirements through existing zoning ordinances and monitor locations at least every three years to insure continued safe and efficient movement of traffic on and adjacent to Michigan Road.

Medium Range Strategy:

Prioritize locations by safety, seek funding, and construct based on set priority. Remove identified obstructions where feasible.

Issue:

Some residential streets as well as areas along the corridor lack sufficient lighting, which can potentially contribute to crime and traffic problems.

(Please also see Urban Design Section for more discussion on this issue)

Goal:

Increase or add lighting where necessary along the corridor and on residential streets to minimize crime and traffic related concerns.

Short Range Strategy:

Identify areas along the Corridor where inadequate lighting is a concern and install additional overhead street lights along the Corridor.

Medium Range Strategies:

Evaluate individual neighborhoods requesting lighting and develop cost estimates and lighting layouts for each neighborhood on an individual basis.

Areas along the corridor itself will have the highest priority.

Long Range Strategy:

Reevaluate needs after priorities are funded and installed. Seek funding for and install residential neighborhood lights as appropriate

Considerations:

Locations with clear sight problems:

- Cold Springs Road at Michigan Road (and vertical sight restriction just north of Cold Spring Road); and
- 54th & Grandview.

The 20 year old moratorium states that the City of Indianapolis will not be installing new street lights, due to the tremendous cost of energy and maintenance.

There are a couple of exceptions: intersection widening and construction of a new intersection along a major thoroughfare sometimes requires additional lighting.

When DCAM comes across a location where additional lights are needed, they must find another location where they can feasibly remove a light, in order to offset the cost increase.

Considerations:

Areas along the Corridor where street lighting is desired:

- 38th Street through Kessler Boulevard;
- 52nd Street intersection;
- at all bus stops;
- between 71st Street and 79th Street;
- between 51st Street and 79th Street;
- north of 69th Street; and
- vicinity of 38th Street and Grandview Drive.

Michigan Road carries a large volume of traffic, as well as several intersections which are not well lit. DCAM is considering an increase in lighting along the corridor. The primary goal will be to see that every intersection along Michigan Road is well lit.

As far as residential areas are concerned, it is rare that exceptions to the moratorium are made. The residents are encouraged to contact IPL (Dan Bell at 261-8641) to discuss having new lights installed.

Encourage developers to provide lighting as part of a their development plans. For concerns pertaining to brightness of street lights call the Mayor's Action Center at 327-4622.

and necessary. Maintain existing lights to ensure continued adequate lighting along the corridor.

Transit

(Also see Urban Design Section for further discussion on this issue)

Issue:

Existing bus stops are not necessarily located where they are the most beneficial for existing uses. Existing bus stops are not safe and do not provide protection from the elements.

Goal:

Relocate bus stops to more effective and safe areas and provide shelters where appropriate within a reasonable cost.

Short Range Strategy:

Identify bus stops locations that are not user-friendly, and partner with the Office of Mobility Management to relocate these bus stops to more pedestrian-friendly locations.

Middle Range Strategy:

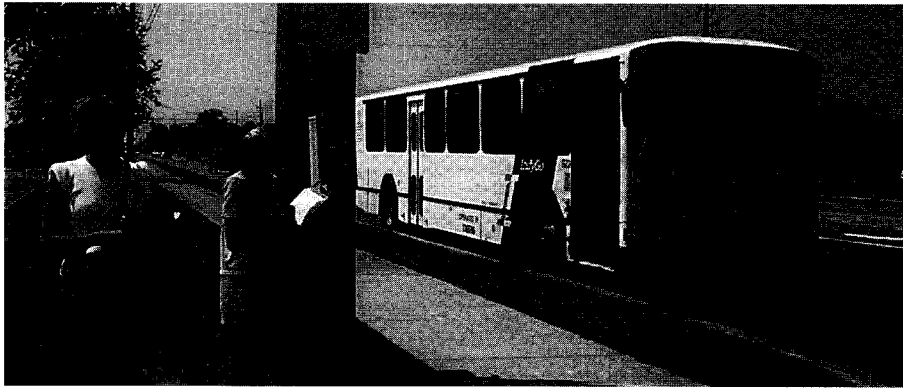
Continue to encourage mixed-use, transit-oriented development around the bus stop area. Incorporate bus stop locations and amenities into the development review process.

Long Range Strategy:

Work with existing businesses and the transit system to partner together in providing additional safe, convenient, and well-lit bus shelters along the Corridor.

Issue:

Bus service along Michigan Road is not meeting the needs of neighborhoods.



Goal:

Improved bus service along the Michigan Road Corridor

Short Range Strategy:

Prepare and distribute user-friendly informational route maps to neighborhood about what service is currently available. Work with neighbors and transit agency to determine what kind of service is desired/needed.

Medium Range Strategy:

Develop service structure that meets the needs of the neighborhood (i.e., more demand responsive, more frequent, route deviation, and park and ride). Determine if additional funding is needed, identify possible sources of funding.

Thoroughfare Priorities

Issue:

Not all proposed Thoroughfare Plan segments have a priority designation for construction.

Goal:

Construct the non-prioritized Thoroughfare Plan segments that will clearly have a positive impact on the Michigan Road Corridor by establishing implementation priorities and seeking funding for construction.

Short Range Strategy:

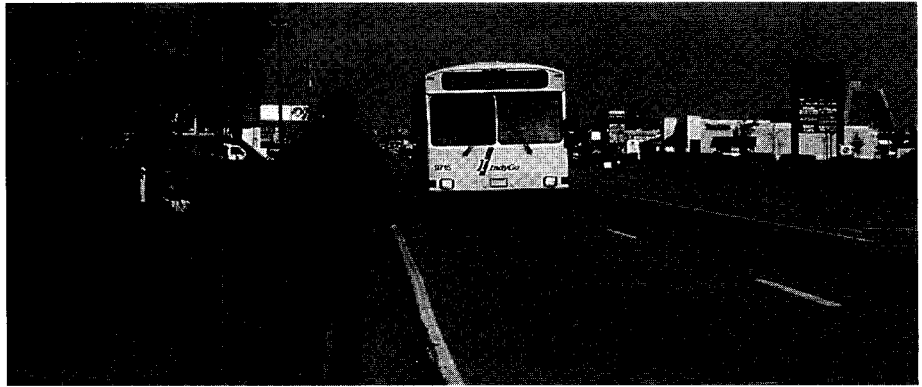
Identify the proposed Thoroughfare Plan segments that are anticipated to have a positive impact on the Corridor and document their impact on the travel patterns along the Corridor.

Medium Range Strategy:

Prioritize the segments based on positive impacts to the Corridor and reevaluate their priorities in the context of the Regional Cost-Feasible

Considerations:

Businesses can request a stop at or near their location. A new bus shelter will be constructed at the northwest corner of 42nd Street and Michigan Road.



Considerations:

- Township Line Rd - Westlane to 79th St.;
- Cooper Rd. - 62nd St. to Township Line Rd.;
- Guion Rd. - 71st St. to 79th St. (at Payne Rd.); and
- 62nd St. - Michigan Rd. to Grandview

To get projects on the Cost-Feasible Plan, there must be funding tied to it.



Plan, Thoroughfare Plan and Capital Improvement Plan. Amend appropriate plans to include segment priorities.

Long Range Strategy:

Seek funding and construct the highest priority segment or segments.

Issue:

Citizens would like to be more involved and participate in the setting of transportation infrastructure priorities.

Goal:

Improve process for citizen input in the development and guidance of transportation/infrastructure plans.

Short Range Strategy:

Evaluate current strategies used to involve the public and groups affected by transportation infrastructure.

Medium Range Strategy:

Create local advisory groups, which would regularly interact with appropriate entities.

Drainage

Issue:

Certain areas of the corridor currently have drainage problems and as development continues to occur along the corridor, these may be intensified.

Goal:

Improve communication between residents, Health and Hospital Corporation of Marion County, and the Department of Capital Asset Management to effectively monitor drainage on the corridor, establish priorities for areas that are already a concern, and complete repairs as needed, at reasonable cost.

Short Range Strategy:

Identify areas where drainage is already a concern. Establish a contact person within Department of Capital Asset Management who will be responsible for calls originating along the corridor.

Middle Range Strategy:

Prioritize problem areas based on severity and cost of correction.

Long Range Strategy:

Seek funding for and complete repairs and upgrades to drainage infrastructure when needed and continue to review new development drainage plans as part of the existing permitting process.

Considerations:

Flooding from:

- 60th to 62nd Streets;
- 56th Street and Northgate Street;
- 75th to 71st Streets;
- Ditch in front of bowling alley (north of 74th Street);
- South of 56th Street to Kessler Boulevard;
- Block of Woodside Drive; and
- Eroding drainage ditches is throughout several segments of the Corridor.

Litter and Dumping Concerns:

- River bank from 42nd to 51st Streets; and
- accumulation of trash and debris along fences and ditches.

Improve strategies to educate and notify the public about on-going and future transportation and infrastructure projects.

COMMITTEE WORKBOOK D

Issues, Goals & Strategies

D: URBAN DESIGN

Sense of Place

Issue:

The Michigan Road Corridor lacks identity (a sense of place) -- identity is the extent to which a person can recognize or recall a place as being distinct from other places -- as having a vivid, or unique, or at least a particular, character of its own.

Goals:

- To provide a positive sense of place and identity.
- Create a positive, unified, and cohesive image for the Corridor.
- Use the historic legacy of Michigan Road to give the Corridor a strong unique identity of its own.
- Encourage the development of a theme or image for the shopping centers. Encourage merchants and residents in various areas to contribute to the overall theme.
- Encourage new construction to match the surrounding area's dominant scale and style of developments.
- Encourage the adaptive reuse of existing buildings in creative ways.

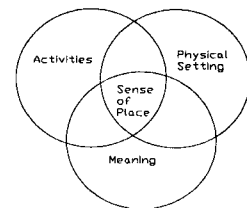
Short Range Strategies:

Conduct a design charrette that strengthens the identity of the core commercial areas such as the area around the intersection of Westlane and Michigan Roads.

Formulate and implement design guidelines to guide development along the Corridor.

Provide a focus for year-round Corridor activities (e.g.: bi-annual Corridor clean-up, Arbor Day Planting), and continue to support the existing Crooked Creek Community Day. These activities could focus on improving a different corridor site each year.

The Urban Design Section is primarily concerned with the quality of urban public realm and the making of places for people to enjoy and respect. This Section is also concerned with the understanding of how well the physical milieu supports the activities and events that take place there and how such spaces interact with and shape the lives of the Corridor's inhabitants.



Activities: Cultural events and local traditions; active street life; diversity of primary land uses; multi-functional public spaces; and variety of hours of operation.

Physical Setting: Built form (height, width, setbacks); landscaping; permeability; and human scale.

Meaning: Imageability and legibility (different elements of the Corridor organized in a coherent and recognizable pattern); sensory experiences; and landmarks, visual stimulation, and attention to details.

Land use patterns and site development practices can significantly improve the efficiency, convenience, and cost-effectiveness of transit, pedestrian, and bicycle circulation systems. Transit-friendly planning involves designing employment and residential complexes so that transit can effectively and efficiently serve them. Land use and development patterns need to be reexamined, in appropriate areas, with a focus to move from a large lot, automobile dominated, dispersed/disjointed single-use pattern of development, to a pattern with a mix of land uses that easily relate to pedestrian activity and have a focal point, or center around a transit stop.

Institute a community meetings once a month
Strengthen the “identity” of the area and promote it.

Middle Range Strategy:

Along the walkways/trails along the Corridor, place historical markers honoring the rich history of Michigan Road itself, and notable structures/places on the Corridor. Use elements such as columns, signs, special landscaping or lighting to signify major entries into the Corridor. The major north-south gateway (point of arrival or departure) are 38th and 86th Streets, and the major east-west entries are at Kessler Boulevard and Grandview Drive.

Long Range Strategies:

Apply for art funds for promoting art work related to the community's history and special design elements to emphasize gateways to the Corridor and important centers and landmarks.

Monitor the success and relevance of the design guidelines.

Land Use and Transit

Issue:

The pattern of development (land uses) is not conducive to mass transit facility, pedestrian activity, or non-motorized vehicles.

Goals for transit:

- Integrate transit-friendly ideas into land-use policies so that the residential and business areas are not isolated from each other, and pedestrians have safe and easy access to both.
- Develop neighborhood commercial areas that serve the needs of the nearby, immediate neighborhood.
- Encourage land uses that complement each other.
- Develop a well-connected network of trails/walkways that link the residential and business development with shopping, employment centers, transit stops, schools, and parks.

- Provide safe and convenient areas for bus stops within or adjoining projects over 150 units or 40,000 square feet.
- Provisions for the bus stops should be incorporated into the design of road improvement projects.

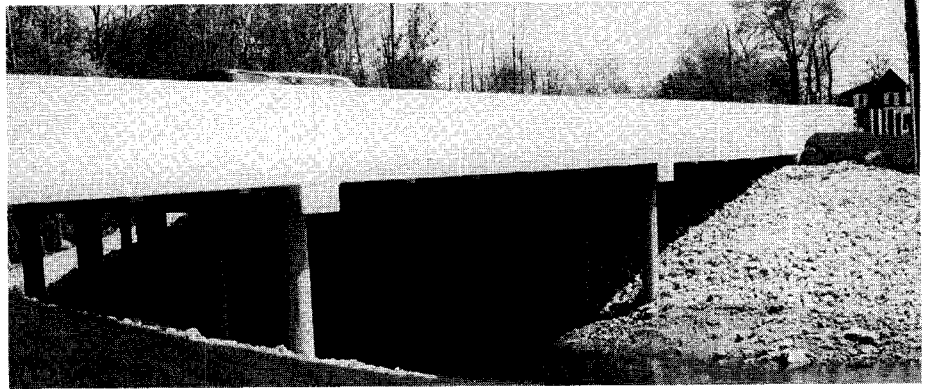
Goals for pedestrian/non-motorized vehicle activity:

- Create a comfortable, secure, and pleasant environment for walking.
- Improve physical pedestrian connection along streets and between the street walkways and the buildings.
- Identify land uses such as convenience retail, services, clothing stores, and a variety of restaurant types (including outdoor cafes) that generate continuous pedestrian traffic over the course of day and night.
- Encourage the provision of good, safe, convenient bike racks.
- Encourage the location and design of pedestrian, non-motorized vehicle areas to be safe, well-lit, and landscaped.
- Avoid large expanses of parking lot areas.
- Encourage sensitive and supportive placement of the main entries of buildings to significantly improve pedestrian accessibility to transit. Encourage structures to provide convenient, attractive, and protected pedestrian entrances.
- Discourage tall fences (over 42 inches), buildings without windows, and covered windows. Encourage the provision of windows along building facades, for display in general.
- Provisions for the bike lanes should be incorporated into the design of road improvement projects.

Short Range Strategies:

Formulate and implement design guidelines to guide development along the Corridor.

Design, obtain funding, and construct phase I of the trail network (from 86th Street to Township Line Road).



Let pedestrians and motorists see from bridges.

Encourage all commercial/industrial construction or substantial renovation to install or provide connection to the walkway/trail system.

Middle Range Strategy:

Design, obtain funding, and construct phase II of the trail network (from Township Line Road to Kessler Boulevard)

Long Range Strategies:

Design, obtain funding, and construct phase III of the trail network (from Kessler Boulevard to Cold Spring Road, and connect to the Indianapolis Greenways system, through the Interurban to the tow path along the Canal).

Continue to enhance mixed-use, transit-oriented development around the bus stop areas to make it a pedestrian-friendly community. Achieve appropriate density while ensuring good design of mixed-use buildings at each bus stop area core. Promote pedestrian-friendly neighborhood retail at the bus stop areas to make them active neighborhood focal points.

Public Infrastructure Design

Issue:

The current design quality of public improvements, such as roads and bridges, is poor.

Goals:

- Encourage public input regarding the provision and design of public improvements. Study design options of public improvements, such as bridges, and allow for citizen involvement and participation in the early stages of design.
- Encourage design of surface drainage structures to include natural vegetation.
- Encourage the power/telephone/cable lines to be underground.

Short Range Strategy:

Formulate and adopt design guidelines for public improvements or improvements in the public right-of-way.

Issue:

Drainage facilities are unnecessarily unattractive and require weed control.

Goals:

- Develop alternative but functionally equivalent design solutions and encourage their uses.
- Work with the residents and merchants to improve the aesthetics of ditches and to eliminate standing water and weeds.
- It is the responsibility of property owners, business owners and operators to ensure that the public right of way fronting their property or business is free and clear of weeds, debris and any material that contributes to the poor, disorderly and unfit condition or appearance of the immediate and surrounding properties and community. Businesses, property owners and occupants should be made aware that dumping, sweeping or blowing leaves, weeds, trimmings, and litter into the street or gutter is a misdemeanor and a violation.

Short Range Strategies:

Public information/education regarding right-of-way rights and responsibilities. Inform the property owners and occupants by annually making presentations at the community meetings and distributing informational pamphlets regarding sanitation and weed violations and their responsibilities.

Work with Department of Capital Asset Management to moderate their rules to require improvements that are designed functionally yet are aesthetically more pleasing.

The Neighborhood Clean Up Program

Keep Indianapolis Beautiful has managed this program since 1986. Along with its partners, the City of Indianapolis, Kroger and Coca-Cola, Keep Indianapolis Beautiful provides numerous resources to help neighborhoods clean up on Saturdays between April and October. Packer trucks, dumpsters, raffle items, refreshments and gloves are provided to neighborhood groups to help them recruit volunteers, and to have an enjoyable, successful clean up.

Project 180/IPL Revive A Neighborhood Program

Through Project 180/IPL Revive A Neighborhood, Keep Indianapolis Beautiful works with community organizations and schools as a development partner. Keep Indianapolis Beautiful solicits private sector cash, in-kind contributions, and volunteers to help community leaders "turn up the progress" in Indianapolis neighborhoods.

It is a partnership that addresses the needs of low-moderate income neighborhoods using a holistic approach: improving the quality of life by improving home exteriors; beautifying and improving the environment by increasing and improving greenspace; giving young people constructive income opportunities while they serve the community; and enhancing a sense of community by bringing diverse groups of volunteers together to work for a common goal: a better, more beautiful Indianapolis.

Issue:

Michigan Road is congested; traffic travels too fast. Traffic signals are not coordinated for AM/PM peaks.

Please see the Transportation and Infrastructure for further discussion on this issue.

Issue:

Lack of walkways precludes pedestrian & bicycle access.

Please see Land Use and Transit in this section or the Transportation and Infrastructure section for further discussion on this issue.

Upkeep practices and litter

Issue:

The incidence of litter and the "cleaning" of public areas & private land, as well as the maintenance of buildings and properties.

Goals:

- Encourage the merchants and residents to keep their properties clean and maintain their buildings.
- Encourage business and property owner compliance. Encourage "litter-prone" businesses, such as fast food drive-through establishments to provide more convenient trash cans. Encourage installation and use of trash dumpster enclosures by businesses and haulers.
- Enforce environmental and safety regulations.
- Encourage civic associations (such as Keep Indianapolis Beautiful) to initiate a public service awareness program along the Corridor.

Short Range Strategy:

The community must become the eyes and ears of our joint effort to keep Indianapolis clean. The property owner, resident or business is

Keep Indianapolis Beautiful Litter Education Efforts

As part of KIB's education program, a litter prevention lesson plan is available to all Marion County Schools and youth-based organizations. The plan can be used to instruct youngsters about the causes of litter, why people create litter, and the potential harm that can befall a neighborhood community when litter is abundant. Safety tips and organizational procedures for a clean-up are included in the lesson plan. Litter prevention is emphasized as a means of changing behavior and forming new habits so that littering will eventually be less of a problem.

responsible for keeping the area from the property line to the curb face free of litter, debris or safety hazards.

Medium Range Strategies:

Work with your merchant or neighborhood associations to organize on-going Corridor clean-ups against graffiti, vandalism, illegal dumping, illegal posters and litter. You can help by reminding and informing your residential or business neighbor that placing debris on the sidewalk and roadway reduces your ability to protect your property, safety and health. Encourage your neighbor to be a good neighbor.

As per the Indianapolis Code, Section 17.5-8, 17.5-29, 17.5-30 littering violators can be issued an Ordinance Violation Ticket and fined up to \$2,500 per day.

Long Range strategies:

Public service announcement on radio/television/billboards. Keep Indianapolis Beautiful is anticipating getting local celebrities like Reggie Miller involved in a promotional campaign: "Trash Talks".

Participate in the Mayor's Adopt a Median program, which involves the following steps:

- locate a median within the study area;
- sign a one-year commitment to pick-up litter, control weeds, and mow grass;
- designate the name to appear on the set of signs; and
- seek approval from the City for additional landscaping.

Develop a facade improvement fund (grants or low-interest loans) for business to improve, preserve, or renovate the premises and buildings.

Publicly acknowledge (Mayors Choice Award and Monumental Affair Award) those businesses that maintain a clean site, or otherwise improve their site.

GLAD Bag-Thon

The GLAD Bag-A-Thon is a national and local program that promotes litter clean-ups and litter prevention. Through this program, each spring Indianapolis residents clean up litter in our community. Keep Indianapolis Beautiful provides free GLAD Bags from FirstBrands, maker of GLAD Bags, as well as a variety of items to recruit and reward volunteers.



Lighting

(Also see Transportation and Infrastructure section)

Issue:

Lack of adequate and appropriate lighting.

Goals:

Level of Service: A residential street lighting standard of .2 average maintained foot candles at the street surface is an appropriate standard. In normal conditions, this standard can be achieved by 70 watt lamps spaced approximately 250 to 300 feet apart (every other pole).

Crime Prevention: In certain circumstances, lighting improvements may compliment neighborhood crime prevention efforts. Increased lighting in itself, however, will not solve crime problems. Lights should only be added where there is a visibility problem, and where the neighborhood is organized to make use of the added visibility from new lights to actively fight crime. Additional lighting should only be considered after all other reasonable crime prevention measures have been employed.

Trees: Wherever possible, efforts should be made to trim trees in such a way that the branches will grow above the fixture. For the appropriate species, this would involve removing lower branches and keeping upper branches intact, even if they are currently obstructing light distribution. With time, when the trees grow taller, these branches should create a canopy above the fixtures. New plantings should be installed at a distance away from the lighting fixture equal to the maximum crown of the tree to be planted.

Lighting at Human Scale: Outdoor lighting of public areas should provide a sense of community, activity, and security and thus stimulate pedestrian use of the Michigan Road Corridor during the evening hours throughout the year. Human scale light fixtures should be used that direct light to buildings, landscape, and ground surfaces enhancing



city street lighting. Encourage use of commercial light fixtures that are recessed or shielded, so that the light source itself is not visible, just the effects of the light.

Short Range Strategies:

Formulate and adopt design guidelines for lighting standards. Encourage Indianapolis Power & Light and private developers of commercial/industrial sites to offer alternatives to the standard cobra light standard.

Identify areas where inadequate lighting is a concern, and prioritize street and street sections by degree of need. Areas along the Corridor will have the highest priority and should be addressed by 1999. Residential areas are affected by a 15 year old moratorium, and therefore is more likely to be addressed within two to four years, depending on funding.

Middle Range Strategy:

Seek funding for the residential streets that are high priority and install lights where necessary.

Long Range Strategy:

Reevaluate needs after priorities are funded and installed. Seek funding for and install additional lights, if necessary.

Building Preservation, Reuse & Design

Issues:

Inadequate measures for preservation of existing historic structures and developments; lack of new development to maintain the context, scale, and architectural style of the existing development; and lack of reuse of existing vacant buildings.

A Monumental Affair

The purpose of this program is to recognize significant achievements in architecture, interior design, landscape architecture, and construction, as well as honor and encourage those who have contributed to the quality of life through the enhancement and beautification of Marion County's visual and physical environment. Both the **Mayor's Neighborhood Awards**, which provides cash awards to neighborhood groups for voluntary neighborhood enhancement initiatives, and the **Mayor's Choice Awards**, which honors businesses for their contributions to a more beautiful city, are presented each October.

For more information, call Keep Indianapolis Beautiful, 264-7555.

Goals:

- Preserve and enhance the existing historic structures and developments.
- Inventory properties from 38th Street to approximately 60th Street.
- Research the prospect of designating sites, buildings, historic areas, and/or conservation districts.
- Provide an educational experience for area school children.
- Reuse existing commercial structures as opposed to using undeveloped commercial or residential sites.
- Repair exterior of the buildings.
- Provide design assistance to building owners.
- Implement design strategies to visually decrease the required setback along the corridor.

Short Range Strategies:

Develop a firm land use and zoning plan and follow (this would encourage and hold development to existing areas).

Research properties from 38th to Double Tree Road to determine the historic make-up of this area. This effort can be done in conjunction with the IHPC, HLF, DNR, and neighborhood residents.

Formulate and adopt design guidelines for new development or renovation.

Develop a program that educates area residents, especially school children, about the history of Michigan Road Corridor and the historic sites and structures along the Corridor. Classes could also take field trips to these sites. Prepare self-tour pamphlets (the pamphlet design could resemble a toll pass) listing all the historic sites along the Corridor.

Educate residents and businesses on the economic benefits of historic preservation.



Perform corridor poll to determine the interest in designating sites, buildings, historic areas, as a historic or conservation district.

Publicly thank or honor those businesses that construct or renovate buildings in accordance with design guidelines (thank you ads or editorials in local papers and newsletters; an annual design award program for Michigan Road Corridor businesses).

Medium Range Strategy:

Prepare and submit applications to receive funding for businesses to renovate, and upgrade their buildings in accordance with the design guidelines.

Long Range Strategy:

Establish a fund for architectural services that provides assistance in preserving existing structures, designing new construction that blends with existing.

Issue:

Parking lots are vast, ugly, and uninviting.

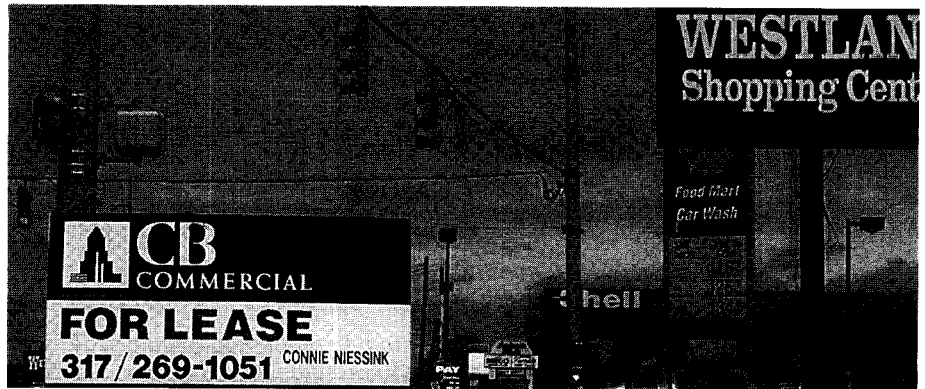
Goal:

Encourage owners of parking lots to plant recommended trees and flowering shrubs to break up the ugly expanses and make the properties more inviting.

Short Range Strategies:

Formulate and adopt design guidelines for parking lot development along the Corridor.

Enforce the Commercial Zoning Ordinance standards for interior and perimeter landscaping of parking lots.



Signs produce a lasting impression on the commercial health of a district.

Signs exist in a shared environment that compete for the attention of viewers. Signs are influenced by their location in relation to and with buildings, traffic arteries, other rights-of-way and by their proximity to other signs. Signs share with architecture an ability to characterize entire sections of a city as well as single establishments. The street is a gallery for the many forms of sign art, which can be seen by everyone. Therefore, for visual harmony, signs should be complementary and respectful to the visual integrity and architecture of buildings. Inappropriate signs can defeat the purposes of other design considerations or detract from the land uses within an area. On the other hand, signs that respect and enhance an area can be a powerful tool for achieving the results intended by the land use and design process.

Middle Range Strategies:

Prepare and submit applications to receive funding for businesses to renovate, and upgrade their parking lots in accordance with the design guidelines.

Publicly thank or honor those businesses that construct or renovate their parking lots in accordance with design guidelines (thank you ads or editorials in local papers and newsletters; and the nomination of Michigan Road Corridor businesses for annual design awards such as Mayor's Choice Award and Monumental Affair Award.

Long Range Strategy:

Establish a fund for landscape architectural services that provides assistance in redesigning existing parking lots.

Clutter of Signs

Issue:

Sign clutter pertaining to the haphazard construction of buildings, lack of connection between businesses, overabundance & poorly designed signs. Illegal, old, and abandoned signs are not removed.

Goals:

- To direct persons to various activities and enterprises in order to provide for the public convenience;
- To provide a reasonable system of sign control;
- To encourage signs which are well designed and pleasing in appearance and to provide incentive and latitude for variety, good design, relationship, and spacing;
- To encourage a desirable urban character which has a minimum of overhead clutter;
- To enhance the economic value of the Corridor and the community through the regulation of such things as size, location, design, and the illumination of signs;
- To encourage the signs which are compatible with adjacent land uses;



- To reduce possible traffic and safety hazards through good signing; and
- To relate sign area and height to viewing distance.

Short Range Strategies:

Formulate and adopt design guidelines to guide the design and construction of signs along the Corridor.

Enforce the Marion County Sign Regulations and the removal of illegal and abandoned signs.

Middle Range Strategies:

Prepare and submit applications made to receive funding for businesses to renovate, and upgrade their signs in accordance with the design guidelines.

Publicly thank or honor those businesses that construct or renovate their signs in accordance with design guidelines (thank you ads or editorials in local papers and newsletters; establish an annual design award program for Michigan Road Corridor businesses).

Long Range Strategy:

Establish a fund for services that provides assistance in redesigning existing signs.

Trees & Landscaping

Issue:

The mature trees and wooded areas help give much of the Michigan Road Corridor an established, settled, almost rural character that distinguishes it from other major thoroughfares in the city. The northern one-third of the Corridor is much more similar to other thoroughfares. The lack of trees along with other factors, contributes to a rawer, more transient, and more generic character. To restore these characteristics, and to extend the established, settled, almost rural

character to the northern one-third of the Corridor, additional tree planting should occur.

Goals:

- To retain the corridor's unique qualities, new development should respect the mature trees and woods.
- To enhance the unique qualities of the corridor, additional tree plantings should occur throughout the corridor, especially in the northern two-thirds.

Short Range Strategies:

Formulate and adopt design guidelines to guide development along the Corridor.

Identify, institute, and encourage the planting of the Michigan Road Corridor trees.

Prepare a tree-planting plan and establish a yearly tree-planting project.

Require tree preservation of significant trees and woods at time of land use approval.

Encourage schools, civic groups and other organizations to plant trees along Michigan Road and in the local community as their group projects.

Medium Range Strategies:

Set up a tree fund specifically for Michigan Road through the Indianapolis Parks Foundation's Trees for Tomorrow program.

Conduct tree inventory to locate significant stands of trees and woods.

Conduct seminars for businesses about trees, tree preservation, and landscaping. Educate the residents/businesses on the advantages of

trees through newsletters/newspaper articles/promotional materials from existing garden centers along the Corridor.

Long Range Strategy:

Remove hazardous trees from the corridor.

Design Charrette

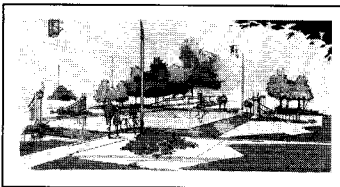
A design charrette is an intensive, short-term workshop where participants discuss, and then develop and draw, design options for an area. The Michigan Road Design Charrette looked at design options for building setbacks, landscaping, lighting, parking, walkways, bus stops, and other improvements for two intersections along Michigan Road. The specific ideas for these two areas can also be used as general guidelines for other parts of the corridor. The design charrette focused on the following two areas:

- Commercial core at the corner of Westlane and Michigan Roads; and
- East-west gateway at the corner of Kessler Boulevard West Drive and Michigan Road.

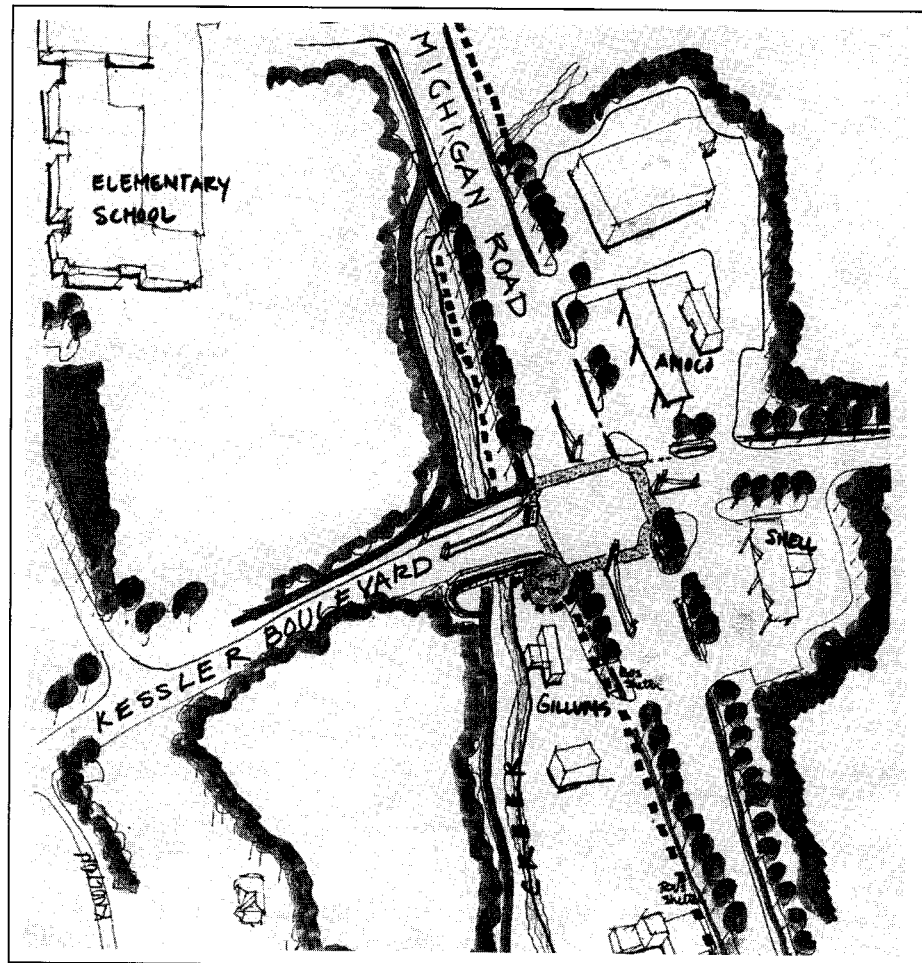
During the charrette, design guidelines and checklist (see Appendix C), and suggestive sketches were finalized.

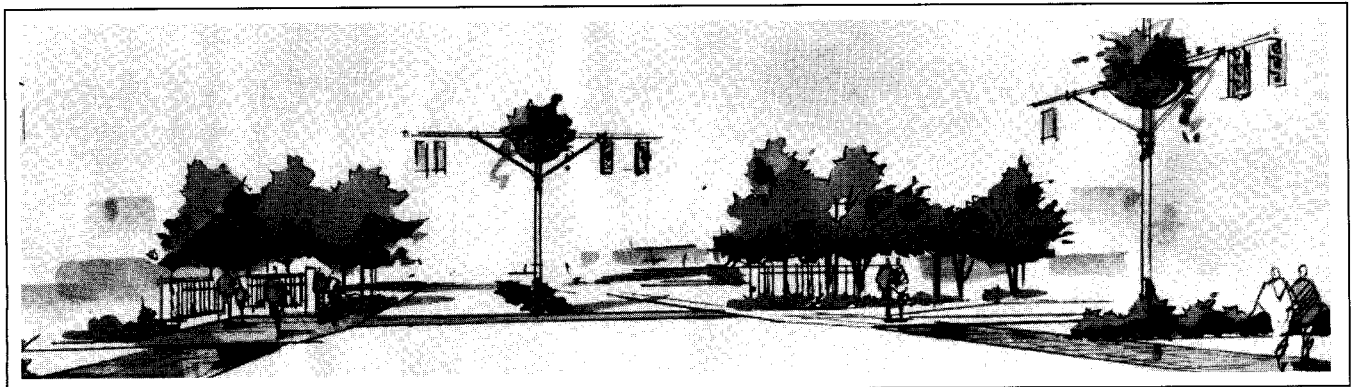
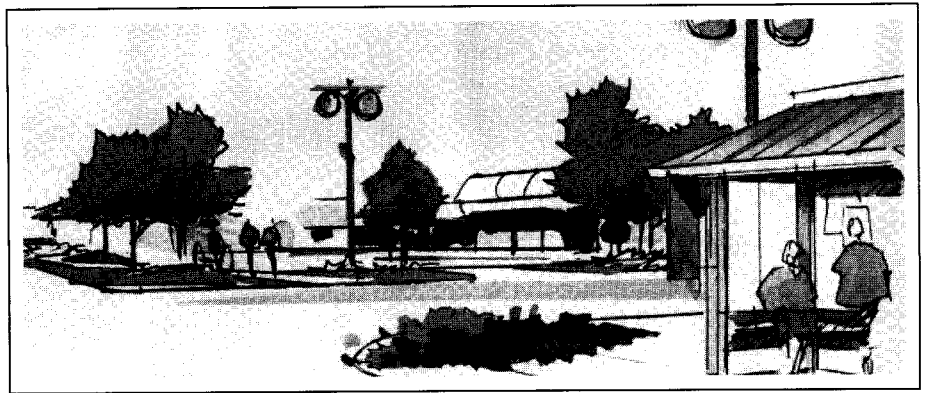
Recommendations for the Kessler Boulevard and Michigan Road Intersection:

- Install sculptural features (inspired by the bridges designed by George Kessler) on the four median islands;
- Change the paving material or color;
- Continue the Michigan Road trail on the east side, cross over to the west side under the Michigan Road bridge (along Crooked Creek), and then continue the trail south along the western edge of the Corridor;
- Provide a trail rest stop at the southwest corner of the intersection with seating overlooking the Crooked Creek; and
- Provide a bus shelter.



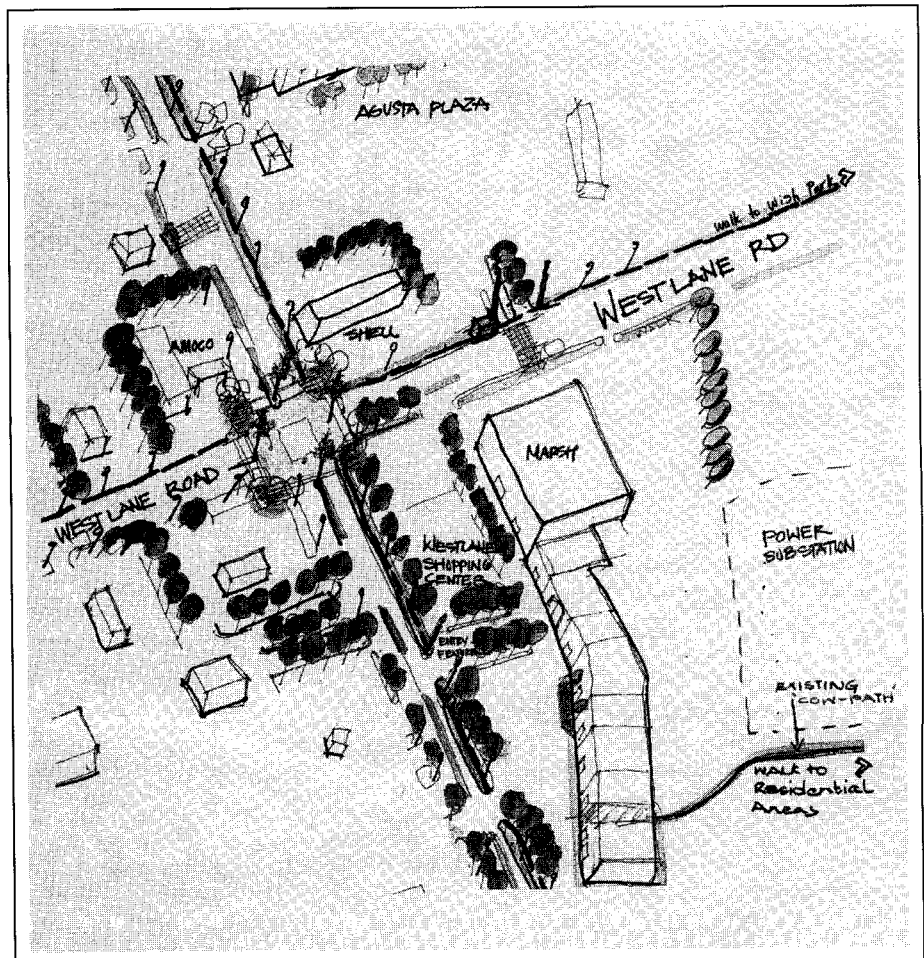
Kessler & Michigan





**Recommendations for the
Westlane and Michigan Road
Intersection:**

- Change the paving material or color, and add a central island feature;
- Continue the proposed pedestrian trail along the eastern edge of Michigan Road;
- Install landscaping along the property lines and in the parking lots to define the intersection spatially;
- Provide a recognizable entry-feature to the Westlane Shopping center;
- Provide a pedestrian connection to Wish Park;
- Formalize the existing "cow-path" trail connection between the residential areas to the east and the shopping center;
- Provide a bus shelter.



SUMMARY OF STRATEGIES, RESPONSIBLE PARTIES, & BENCHMARKS

Strategy Description	S	M	L	Responsibility	Comments
Organization Among Businesses					
Bring 5-10 businesses together to discuss the options, needs, and strategies for organizing a business association.	✓			Indianapolis Chamber of Commerce	
Recruit members for the future business association.		✓		Original 5-10 businesses	
Establish by-laws and other necessary elements for a formalized business association.		✓		Original 5-10 businesses	
Organize annual events (i.e. luncheon and speaker, workshop, etc.) to create a forum for communication and interaction among area businesses.			✓	Michigan Road Businesspersons' Association (MRBA)	
Partner with existing organizations to improve the communication regarding employment availability along the corridor.			✓	MRBA	Possible groups that could assist are the Multi-Service Center, high schools, and churches.
Identify the character of the corridor based upon the strengths of the existing market draw and the opportunities to develop a unique position in the marketplace.			✓	MRBA	Work with city and economic development agencies, the Indianapolis Chamber of Commerce, Realtors, developers and brokers.
Commercial Redevelopment Opportunities					
Talk to local businesses to encourage them to remain on the corridor and indicate that the community wants the businesses in their neighborhood.	✓			Neighborhood organizations	
Promote the patronage of local businesses to the surrounding community.	✓			Neighborhood organizations	Feature local business advertisements in the community newsletter, provide links between the community and business web sites, print a local business directory as an insert to telephone books.
Survey residents and existing businesses on the effectiveness of the current mix of businesses to meet needs and identify businesses that are needed along the Michigan Road Corridor.		✓		MRBA	
Contact needed types of businesses to ask whether or not Michigan Road is a viable location for that type of business and if the businesses would be willing to locate new stores or offices along Michigan Road.		✓		MRBA	

S = Short range strategy (1-2 years), M = Middle range strategy (2-5 years), L = Long range strategy (5-10 years)
See the list at the end of this section for full names of the abbreviations.

Strategy Description	S	M	L	Responsibility	Comments
Commercial Redevelopment Opportunities (continued)					
Promote commercial infill to maximize the use of existing retail space and attempt to reduce the number of vacancies.			✓	MRBA, Neighborhood organizations	Work with commercial brokers to encourage the types of businesses that would benefit the residents and existing businesses.
Develop and make available information on various grants, loans, training programs, and technical assistance available for nonprofit organizations, churches, and businesses along the Corridor.	✓			Division of Planning (DOP)	See Appendix A.
Provide information to small businesses and entrepreneurs about developing business plans, marketing, advertising, etc.	✓			Small Business Administration and the Service Corps of Retired Executives	
Apply for public and private grants related to community development.	✓			Neighborhood organizations	
Consult with businesses owners and managers on ways to increase profit margins by reducing operating expenses.		✓		MRBA, Service Corps of Retired Executives	This will enhance business retention, and make more funding available for site improvements.
Social Services					
Coordinate existing efforts to open an employment office.	✓			CCMSC, Goodwill, neighborhood organizations	
Establish a CDC for the area.		✓		Neighborhood organizations, CCMSC, DMD, INRC, INHP, Church Council	
Conduct home ownership classes.	✓			CCMSC, INHP	
Continue to bring all church leaders on the Corridor together with planners and social service providers to coordinate their efforts and to develop a coordinated long-term plan.	✓	✓	✓	Individual churches, DMD, social service providers, neighborhood organizations	
Develop, maintain and frequently distribute a database of social and recreation services and programs provide by churches and other social service providers in the area.	✓	✓	✓	Individual churches, DMD, Social Service providers, neighborhood organizations	See Appendix B.
Expand existing transportation programs for seniors.	✓			OMM, Individual churches, CCMSC, local hospitals	Transportation to medical facilities and pharmacies is a special concern.
Evaluate transportation and accessibility to existing Safe houses.	✓			CCMSC, Church Council, WINGS	
Meet with representatives from existing safe houses to discuss the process of opening a safe house.	✓			CCMSC, Church Council, local hospitals, Township Trustees, Julian Center, Salvation Army, WINGS	DMD could act as facilitator to get this process started.
Provide training to churches on the corridor who wish to provide assistance to domestic violence victims.	✓			CCMSC, Church Council, individual churches, Julian Center	
Locate and renovate a vacant building in the area for a safe house.		✓		CCMSC, individual churches	

Strategy	S	M	L	Responsibility	Comments
Social Services (continued)					
Assess the current state of the Corridor's service providers to determine their needs and what other services are missing.	✓			Social service providers, Neighborhood organizations, Church Council, MRBA, DMD	CCMSC has a C-FIPS plan that could be used as a basis for this strategy.
Identify a site for a community campus.	✓			Social service providers, Neighborhood organizations, Church Council, MRBA, DMD, Sheriff's Department.	
Seek commitments from service providers for the community campus and jointly develop a plan, including funding sources.		✓		Social service providers, Neighborhood organizations, Church Council, MRBA, DMD	
Public Safety					
Identify areas with ground water contamination.	✓			Marion County Health Department	Areas with ground water contamination shall be the high priority areas for extension of public water. Call 541-2266 to set up a free test of private well water.
Identify areas with a large percentage of people willing to switch to public water and work through the process of installing public water.	✓			Neighborhood organizations, IWC	
Establish Opti-Com system.	✓			Fire Departments, Ambulance services, DCAM, INDOT, Neighborhood organizations	Opti-Com is a system that allows emergency vehicles to turn red lights green. Current costs: approx. \$2,000 per intersection.
Provide center turn lanes on Michigan Road to facilitate left turns.			✓	DCAM, INDOT	
Enforce compliance with current zoning laws.	✓	✓	✓	DMD, neighborhood organizations	
Conduct curfew sweeps of areas where there are problems with persons hanging out during late hours.	✓	✓	✓	MRBA, Sheriff's Department, Neighborhood organizations	The Sheriff's Dept. will conduct sweeps at the request of neighborhood organizations.
Conduct meetings of neighborhood organizations and businesspersons to impress upon businesspersons the stability of the neighborhood and to find ways to work together to solve mutual problems such as crime.	✓	✓	✓	Neighborhood organizations, MRBA	
Adequately light parking lots and business fronts.	✓			Individual businesses, MRBA, Sheriff's Department	The Sheriff's Dept. through the MRBA can impress upon business owners the importance of these improvements.
Allow unimpeded visibility into businesses to aid surveillance by law enforcement.	✓			Individual businesses, MRBA, Sheriff's Department	The Sheriff's Dept. through the MRBA can impress upon business owners the importance of these improvements.

Strategy	S	M	L	Responsibility	Comments
Public Safety (continued)					
Encourage business owners to make aesthetic improvements to their properties.	✓			Neighborhood organizations, MRBA	
Promote reuse of vacant buildings.	✓			Neighborhood organizations, MRBA, Realty groups	
Use volunteer work days to rehabilitate vacant houses.	✓			Neighborhood organizations, Churches, CDC	
Locate needed services, such as a library branch, in vacant buildings.	✓	✓		Neighborhood organizations, social service providers, MRBA	
Seek a Sheriff's Roll Call Station.	✓			Sheriff's Dept., neighborhood organizations	
Advertise and promote involvement in Crime Watch, Senior Watch and Business Watch	✓	✓	✓	Sheriff's Dept., Neighborhood organizations, MRBA, Church Council	
Review security measures with employees on a regular basis.	✓	✓	✓	MRBA, individual businesses, Sheriff's Dept.	
Arrange for, and participate in, security seminars available from the Marion County Sheriff's Dept.	✓	✓	✓	MRBA, Sheriff's Dept.	
Hire persons from the community.	✓	✓	✓	MRBA, individual businesses	Develop a local employment center.
Teach security measures at employment centers.	✓	✓	✓	Employment Centers, MRBA, Sheriff's Dept.	
Remove graffiti promptly.	✓	✓	✓	Individual property owners, neighborhood organizations, MRBA, Sheriff's Dept.	
Work with the courts to sentence vandalism offenders to graffiti removal.	✓			Individual property owners, Neighborhood organizations, MRBA, Sheriff's Dept., Courts	
Recreation					
Market existing church recreation programs in newspapers, community newsletters and web sites.	✓	✓	✓	Church Council, Neighborhood organizations	Particularly advertise free events and programs.
Open a recreation center within proximity to the Corridor.		✓		Neighborhood organizations, CCMSC, Indy Parks	The center should be open to the public and be affordable to all.
Open church and institutional land that is in excess to the needs of the church or institution for public recreation.	✓			Church Council, Neighborhood organizations, CCMSC, Indy Parks, individual churches and institutions	The CCMSC already operates recreation programs in area churches. This could be a basis to expand upon.
Complete proposals in the WISH Park Master Plan.	✓			Neighborhood organizations, Indy Parks	Build sidewalks to link the park to the neighborhood.
Complete proposals in the Crooked Creek Community/Juan Solomon Park Master Plan.	✓	✓		Neighborhood organizations, Indy Parks	
Complete the proposals of the most recent site plan for Fairview Park.	✓			Neighborhood organizations, Butler University, Indy Parks	Fairview Park was formerly known as Butler Water Tower Park.

Strategy	S	M	L	Responsibility	Comments
Recreation (continued)					
Conduct and implement a master plan for Fox Hill Manor Park.		✓		Neighborhood organizations, Indy Parks	
Create additional publicly owned park land.			✓	Neighborhood organizations, Indy Parks	If opening institutional grounds does not provide sufficient recreation opportunities, then this strategy should be implemented.
Provide links to existing Greenway trail along the canal.	✓			Neighborhood organizations, Indy Parks, Butler University	
Complete proposals in the Indianapolis Greenways Plan.	✓	✓	✓	Indy Parks	
When new development requires rezoning, request, as part of the rezoning process, inclusion of sidewalks.	✓	✓	✓	Neighborhood organizations, DMD-DNS	
Provide bicycle parking at destinations and bus stops.	✓			Neighborhood organizations, individual businesses, MRBA, OMM, Indy Parks	
Establish bicycle lanes (widened curb lanes, widened sidewalks, dedicated bike routes) along Michigan Road and other important routes.		✓	✓	Neighborhood organizations, Indy Parks, DCAM	
Pedestrian and Vehicular Safety					
Identify the portions of Michigan Road and its cross streets where pedestrian access is desired, and can be built at reasonable expense.	✓			Neighborhood organizations, DCAM, DOP, MRBA, Individual businesses and persons	Prioritize the pedestrian facility sections by degree of need.
Seek funding and construct pedestrian facilities by established priorities.		✓		MRBA, Neighborhood organizations, DCAM	
Assess the success of the walkway/trail system to this point. Seek funding and construct whatever segments and amenities remain missing.			✓	DMD-DOP, DMD-DNS, DCAM, neighborhood organizations	Provide ongoing maintenance for existing facilities.
Conduct signal warrant analysis to determine if technical warrants (standards) are met and synchronize existing traffic lights.	✓			DCAM, DMD-DOP	Analyze locations where there are safety concerns and where signals will not unduly restrict traffic.
Determine costs, seek funding, and install signals. Determine alternatives to traffic signals for those locations not meeting the technical warrants.		✓		DCAM, DMD-DOP	
Monitor accident rates and levels of service at locations where signals were installed. Continue to monitor locations where traffic signals were not warranted.			✓	DCAM, DMD-DOP	
Identify the locations along the corridor where clear sight distance is inadequate and prepare a traffic study to determine the minimum improvements required to correct the problem.	✓			DCAM, Neighborhood organizations, Code Compliance	Locations with clear sight problems: Cold Springs Rd. at Michigan Rd. and 54 th St. & Grandview Dr.
Continue to enforce clear sight distance requirements through existing zoning ordinances and monitor locations at least every three years	✓	✓	✓	DCAM, Neighborhood organizations, DMD-Code Compliance	Ensure continued safe and efficient movement of traffic on and adjacent to Michigan Rd.

Strategy	S	M	L	Responsibility	Comments
Pedestrian and Vehicular Safety (continued)					
Prioritize locations of obstructed clear sight distance by safety, seek funding, and construct based on set priority.		✓		DCAM, DMD-Code Compliance	Remove identified obstructions where feasible.
Transit					
Identify bus stops locations that are not user-friendly and relocate these bus stops to more pedestrian-friendly locations.	✓			OMM, MRBA, Neighborhood organizations, DMD-DNS	A new bus shelter will be constructed at 42 nd Street and Michigan Road.
Continue to encourage mixed-use, transit-oriented development around the bus stop areas.	✓	✓	✓	OMM, MRBA, Neighborhood organizations, DMD-DNS, DMD-Township Administrators	Incorporate bus stop locations and amenities into the development review process.
Work with existing businesses and the transit system to partner together in providing additional safe, convenient, and well-lit bus shelters along the Corridor.			✓	IPTC, OMM, DCAM	Businesses can request a stop at or near their location.
Prepare and distribute user-friendly informational route maps to neighborhood about what service is currently available.	✓			OMM, DCAM	
Work with neighbors and transit agency to determine what kind of service is desired/needed.	✓			OMM, DCAM	
Develop transit service structure that meets the needs of the neighborhood (more demand responsive, more frequent, route deviation, and park and ride).		✓		OMM, DCAM	
Determine if additional funding is needed and identify possible sources.		✓		OMM, DCAM	
Identify missing Thoroughfare Plan segments that are anticipated to have a positive impact on the Corridor and document their impact on the travel patterns along the Corridor.	✓			DMD-DOP	Cooper Rd. Extension, Payne Rd. Extension, Township Line Rd. 62 nd St. from Michigan Rd. to Grandview Dr.
Thoroughfare Priorities					
Prioritize the segments based on positive impacts to the Corridor and reevaluate their priorities in the context of the Regional Cost-Feasible Plan, Thoroughfare Plan and Capital Improvement Plan.		✓		DMD-DOP, DCAM	Amend appropriate plans to include segment priorities. To get projects on the Cost-Feasible Plan, there must be funding tied to it.
Seek funding and construct the highest priority segment or segments.			✓	DMD-DOP, DCAM	
Evaluate current strategies used to involve the public and groups affected by transportation infrastructure.	✓			DCAM	
Create local advisory groups for infrastructure development, which would regularly interact with appropriate entities.		✓		DCAM	

Strategy	S	M	L	Responsibility	Comments
Drainage					
Identify areas where drainage is already a concern.	✓			DPW-Township Coordinators, DCAM-Permit Review, DMD-Permit Compliance	Flooding from 60 th St. to 62 nd St.; 56 th St. and Northgate St.; 75 th St. to 71 st St.; north of 74 th St.; South of 56 th St. to Kessler Blvd; 5200 block of Woodside Dr.
Establish a contact person within DCAM who will be responsible for calls originating along the corridor.	✓			DCAM	
Prioritize problem areas based on severity and cost of correction.		✓		DCAM	
Seek funding for and complete repairs and upgrades to drainage infrastructure when needed.			✓	DCAM, Neighborhood organizations, MRBA	
Continue to review new development drainage plans as part of the existing permitting process.	✓	✓	✓	DPW-Permit Review	
Sense Of Place					
Conduct a design charrette that strengthens the identity of the core commercial areas such as the area around the intersection of Westlane and Michigan Roads.	✓			DMD-DOP, MRUDC	See Appendix C: Design Guidelines and Checklist.
Strengthen the "identity" of the area and promote it.	✓			Neighborhood organizations	Needs outside group to act as a facilitator.
Formulate and implement design guidelines to guide development along the Corridor.	✓			DMD-DOP, MRUDC	See Appendix C: Design Guidelines and Checklist.
Provide a focus for year-round Corridor activities, and support C4's annual Community Day.	✓			Neighborhood organizations, CCMSC	e.g.: bi-annual Corridor clean-up, Arbor Day Planting
Use elements such as columns, signs, special landscaping or lighting to signify major entries into the Corridor and to identify neighborhoods.		✓		HLFI, MRBA, Neighborhood organizations, individual property owners	The major north-south gateways are 38 th and 86 th Streets, and the major east-west entries are Kessler Blvd. and Grandview Dr.
Apply for art funds for promoting art work related to the community's history and special design elements to emphasize gateways to the Corridor and important centers and landmarks			✓	Neighborhood organizations, CCMSC	
Monitor the success and relevance of the design guidelines.	✓	✓	✓	DMD-DNS, Neighborhood organizations	
Research history of the area and disseminate what is learned.	✓			Neighborhood organizations	One form of dissemination would be historic markers. Markers could honor the history of Michigan Road itself, notable structures, and places.

Strategy	S	M	L	Responsibility	Comments
Sense Of Place (continued)					
Start an annual event to promote a sense of identity; the event would focus on improving a different Corridor site each year.	✓	✓	✓	Neighborhood organizations	Support C4's Annual Community Day.
Institute a monthly meeting that concentrates on one topic.	✓	✓	✓	Neighborhood organizations	
Land Use And Transit					
Formulate and implement design guidelines to guide development along the Corridor.	✓			DMD-DOP, MRUDC	See Appendix C.
Design, obtain funding, and construct phase I of the trail network	✓			Neighborhood organizations	From 86 th St. to Township Line Rd.
Encourage all commercial/industrial construction or substantial renovation to install or provide connection to the walkway/trail system.	✓			DMD-DNS, Neighborhood organizations	
Design, obtain funding, and construct phase II of the trail network		✓		Neighborhood organizations	From Township Line Rd. to Kessler Blvd.
Design, obtain funding, and construct phase III of the trail network			✓	Neighborhood organizations, Indianapolis Greenways	From Kessler Blvd. to Cold Spring Rd., to the Interurban, to connect to the Greenways system, through the tow path along the Canal.
Continue to enhance mixed-use, transit-oriented development around the bus stop areas to make it a pedestrian-friendly community. Achieve appropriate density while ensuring good design of mixed-use buildings at each bus stop area core.			✓	Neighborhood organizations, OMM, DMD-DNS	Promote pedestrian-friendly neighborhood retail at the bus stop areas to make them active neighborhood focal points.
Public Infrastructure Design					
Formulate and adopt design guidelines for public improvements or improvements in the public right-of-way.	✓			DMD-DOP, MRUDC, Keep Indianapolis Beautiful, Indianapolis Green	See Appendix C
Inform the property owners and occupants of right-of-way rights and responsibilities by annually making presentations at the community meetings.	✓			Marion County Health Department	Distribute pamphlets regarding sanitation and weed violations and property owners' responsibilities.
Work with DCAM to moderate their rules to require improvements that are designed functionally yet are aesthetically more pleasing.	✓			Neighborhood organizations, MRBA	
Upkeep Practices And Litter					
The community must become the eyes and ears of our joint effort to keep Indianapolis clean. The property owner, resident or business is responsible for keeping the area from the property line to the curb face free of litter, debris or safety hazards.	✓	✓	✓	Neighborhood organizations, Marion County Health Department, individual residents and businesses	

Strategy	S	M	L	Responsibility	Comments
Upkeep Practices And Litter					
Work with your merchant or neighborhood associations to organize on-going Corridor clean-ups against graffiti, vandalism, illegal dumping, illegal posters and litter. Remind and inform residential or business neighbors that placing debris on the sidewalk and roadway reduces your ability to protect your property, safety and health.		✓		Keep Indianapolis Beautiful, Neighborhood organizations, Marion County Health Dept., Marion County Sheriff's Dept., individual residents and businesses	As per the Indianapolis Code, Section 17½-8, 17½-29, 17½-30 littering violators can be issued an Ordinance Violation Ticket and fined up to \$2,500 per day.
Public service announcement on radio/television/billboards. Keep Indianapolis Beautiful is anticipating getting local celebrities like Reggie Miller involved in a promotional campaign: "Trash Talks".			✓	Keep Indianapolis Beautiful	
Participate in the Mayor's Adopt a Median program.			✓	DPW, Neighborhood organizations, individual residents and businesses	1. Locate a median within the study area; 2. sign a one-year commitment to pick-up litter, 3. control weeds, and mow grass; and 4. seek approval from the City for additional landscaping.
Develop a facade improvement fund (grants or low-interest loans) for business to improve, preserve, or renovate the premises and buildings.			✓	Neighborhood organizations, MRBA	
Publicly acknowledge those businesses that maintain a clean site or otherwise improve their site.			✓	Neighborhood organizations, Keep Indianapolis Beautiful	e.g. Mayors Choice Award, Monumental Affair Award
Lighting					
Formulate and adopt design guidelines for lighting standards. Encourage Indianapolis Power & Light and private developers of commercial/industrial sites to offer alternatives to the standard cobra light standard.	✓			DMD-DOP, DCAM	See Appendix C.
Identify areas where inadequate lighting is a concern, and prioritize street and street sections by degree of need.	✓			DCAM	Areas along the Corridor will have the highest priority and should be addressed by 1999.
Evaluate individual neighborhoods requesting lighting and develop cost estimates and lighting layouts for each neighborhood on an individual basis.		✓		DCAM	Encourage developers to provide lighting as part of a their development plans.
Seek funding for those areas that are of the highest priority and install lights where necessary.		✓		DCAM	Areas along the corridor itself will have the highest priority.
Reevaluate needs after priorities are funded and installed. Seek funding for and install additional lights, if necessary.			✓	DCAM	Maintain existing lights to ensure continued adequate lighting along the corridor.

Strategy	S	M	L	Responsibility	Comments
Building Preservation, Reuse & Design					
Develop a firm land use and zoning plan and follow it.	✓			Neighborhood organizations, DMD, individual businesses, residents and institutions	This would encourage and hold development to existing areas.
Research properties from 38 th to 62 nd Street to determine the historic make-up of this area	✓			DMD-IHPC, HLF, DNR, Neighborhood residents.	
Formulate and adopt design guidelines for new development or renovation.	✓			DMD-IHPC, DMD-DOP	
Develop a program that educates area residents, especially school children, about the history of Michigan Road Corridor and the historic sites and structures along the Corridor.	✓			HLF, Crooked Creek Elementary School, Neighborhood organizations, individual residents	Classes could also take field trips to these sites.
Prepare self-tour pamphlets listing all the historic sites along the Corridor.	✓			HLF, Crooked Creek Elementary School, Neighborhood organizations, individual residents	The pamphlet design could resemble a toll pass.
Educate residents and businesses on the economic benefits of historic preservation.	✓			DMD-IHPC, HLF, DNR	
Perform corridor poll to determine the interest in designating sites, buildings, historic area, as a historic or conservation district.	✓			DMD-IHPC	
Publicly thank or honor those businesses that construct or renovate buildings in accordance with design guidelines.	✓			Neighborhood organizations, MRBA	Thank you ads or editorials in local papers and newsletters; and establish an annual design award program for Michigan Road Corridor businesses.
Prepare and submit applications made to receive funding for businesses to renovate, and upgrade their buildings in accordance with the design guidelines.		✓		Neighborhood organizations, MRBA	
Establish a fund for architectural services that provides assistance in preserving existing structures, designing new construction that blends with existing.			✓	Neighborhood organizations, MRBA, HLF	
Formulate and adopt design guidelines for parking lot development.	✓			DMD-DOP	
Enforce the Commercial Zoning Ordinance standards for interior and perimeter landscaping of parking lots.	✓			Zoning Inspectors	
Prepare and submit applications made to receive funding for businesses to renovate, and upgrade their parking lots in accordance with the design guidelines.		✓		Neighborhood organizations, MRBA	

Strategy	S	M	L	Responsibility	Comments
Building Preservation, Reuse & Design					
Publicly thank or honor those businesses that construct or renovate their parking lots in accordance with design guidelines.		✓		Neighborhood organizations, MRBA	Thank you ads or editorials in local papers and newsletters; nominate Michigan Road Corridor businesses for annual design awards such as Mayor's Choice Award and Monumental Affair Award.
Establish a fund for architectural services to provide assistance in redesigning existing parking lots.			✓	Neighborhood organizations, MRBA	
Clutter of Signs					
Formulate and adopt design guidelines to guide the design and construction of signs along the Corridor.	✓			DMD-DOP	See Design Guidelines and Checklist
Enforce the Marion County Sign Regulations and the removal of illegal and abandoned signs.	✓			Zoning inspectors	
Prepare and submit applications made to receive funding for businesses to renovate, and upgrade their signs in accordance with the design guidelines.		✓		Neighborhood organizations, MRBA	
Publicly thank or honor those businesses that construct or renovate their signs in accordance with design guidelines.		✓		Neighborhood organizations, MRBA	Thank you ads or editorials in local papers and newsletters; and establish an annual design award program for Michigan Road Corridor businesses.
Establish a fund for services that provides assistance in redesigning existing signs.			✓	Neighborhood organizations, MRBA	
Trees And Landscaping					
Formulate and adopt design guidelines to guide development along the Corridor.	✓			DMD-DOP, MRUDC, Indianapolis Green, Keep Indianapolis Beautiful	See Appendix C.
Identify, institute, and encourage the planting of the Michigan Road Corridor trees.	✓			Indianapolis Green, keep Indianapolis Beautiful, Neighborhood organizations, MRBA, individual property owners	See the Design Guidelines for the Michigan Road tree palette.
Require tree preservation of significant trees and woods at time of land use approval.	✓			DMD, Neighborhood organizations	
Prepare a tree-planting plan and establish a yearly tree-planting project.	✓			Indianapolis Green, Keep Indianapolis Beautiful, Neighborhood organizations, MRBA, DPW-Forestry	
Require tree preservation of significant trees and woods at time of land use approval.	✓			DMD, Neighborhood organizations	

Strategy	S	M	L	Responsibility	Comments
Trees and Landscaping					
Encourage schools, civic groups and other organizations to plant trees along Michigan Road and in the local community as their group projects.	✓			Neighborhood organizations	
Set up a tree fund specifically for Michigan Road through the Indianapolis Parks Foundation's Trees for Tomorrow program.		✓		Neighborhood organizations, DPW-Forestry, Indianapolis parks Foundation	
Conduct tree inventory to locate significant stands of trees and woods.		✓		Neighborhood organizations, DPW-Forestry, DMD	
Conduct seminars for businesses about trees, tree preservation, and landscaping.		✓		Neighborhood organizations, DPW-Forestry, DMD	
Educate the residents/businesses on the advantages of trees through newsletters/newspaper articles/promotional materials from existing garden centers along the Corridor.		✓		Neighborhood organizations, DPW-Forestry, DMD	
Remove hazardous trees from the Corridor.			✓	DPW-Forestry	

CCMSC = Crooked Creek Multi-Service Center

CDC = Community Development Corporation (as-yet unformed for the study area)

DCAM = Indianapolis Department of Capital Asset Management

DMD-DNS = Indianapolis Department of Metropolitan Development, Division of Neighborhood Services

DMD-DOP = Indianapolis Department of Metropolitan Development, Division of Planning

DMD-IHPC = Indianapolis Department of Metropolitan Development, Indianapolis Historic Preservation Commission

DPW = Indianapolis Department of Public Works

HLFI = Historic Landmarks Foundation of Indiana

INHP = Indianapolis Neighborhood Housing Partnership

INDOT= Indiana Department of Transportation

INRC = Indianapolis Neighborhood Resource Center

IPTC = Indianapolis Public Transportation Corporation

IWC = Indianapolis Water Company

MRBA = Michigan Road Business Association (an as-yet unformed businesspersons association)

MRUDC = Michigan Road Urban Design Committee

OMM = Indianapolis Office of Mobility Management

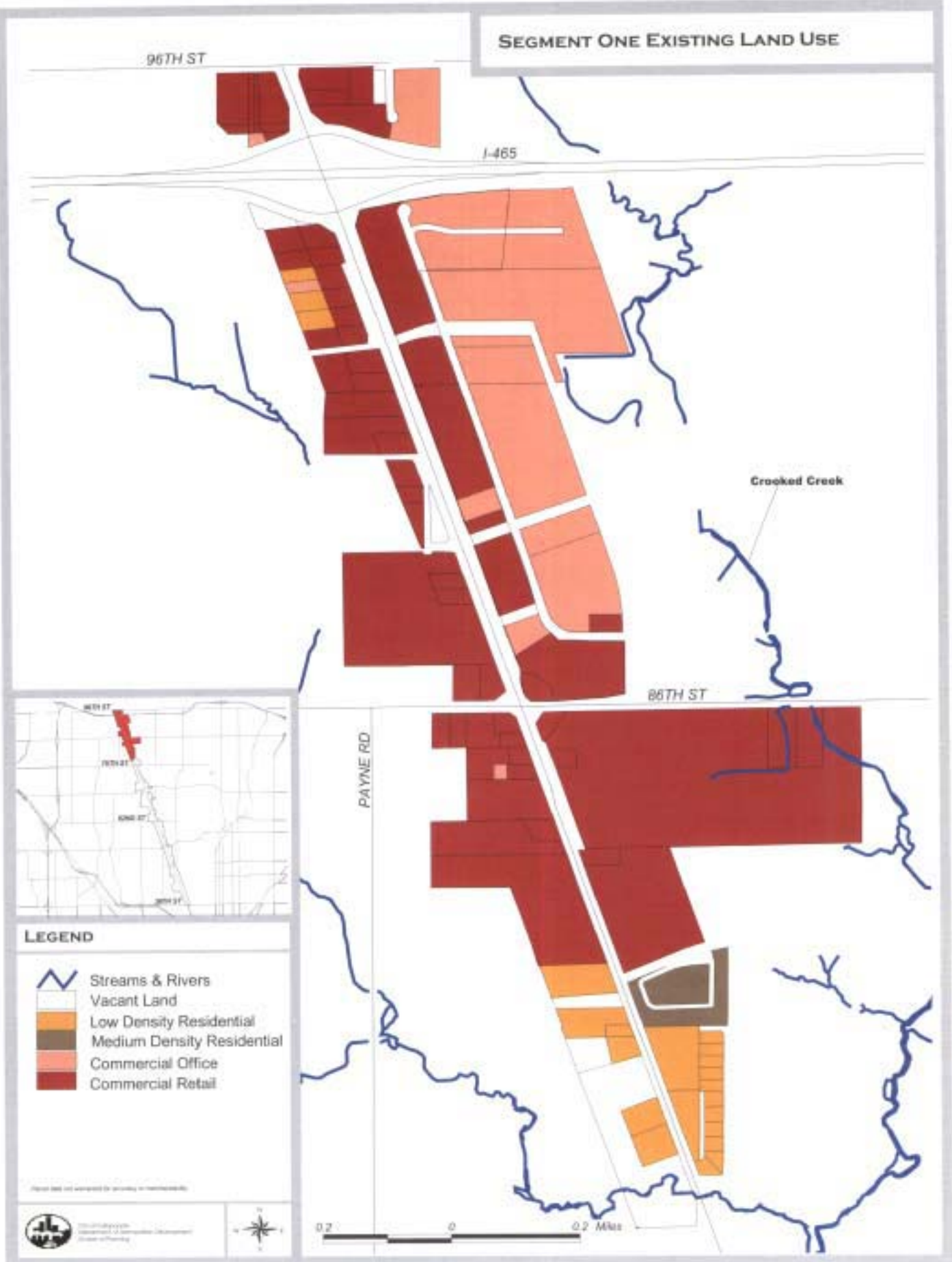
WINGS = Women in Need Growing Strong

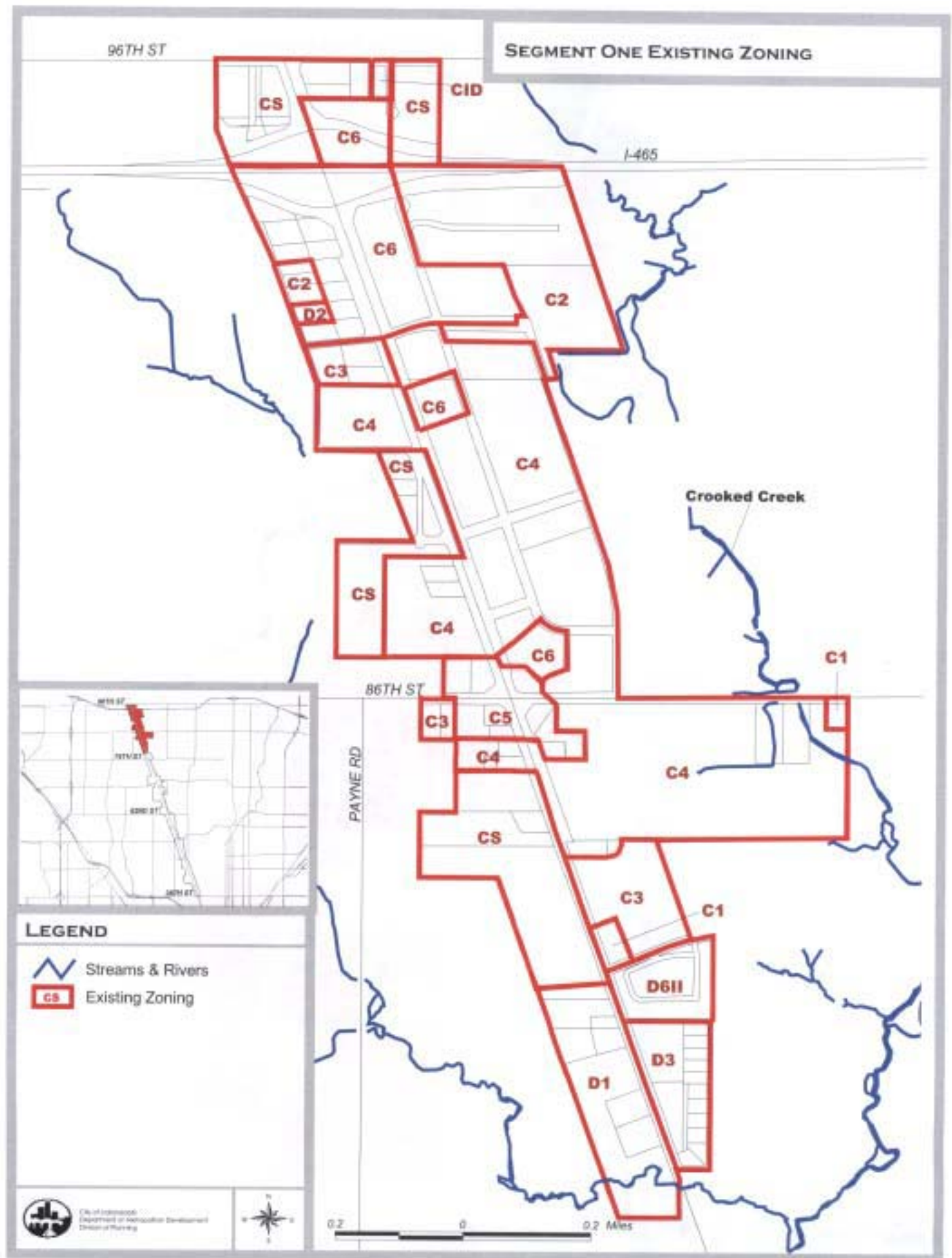


PART III: **LAND USE & ZONING**

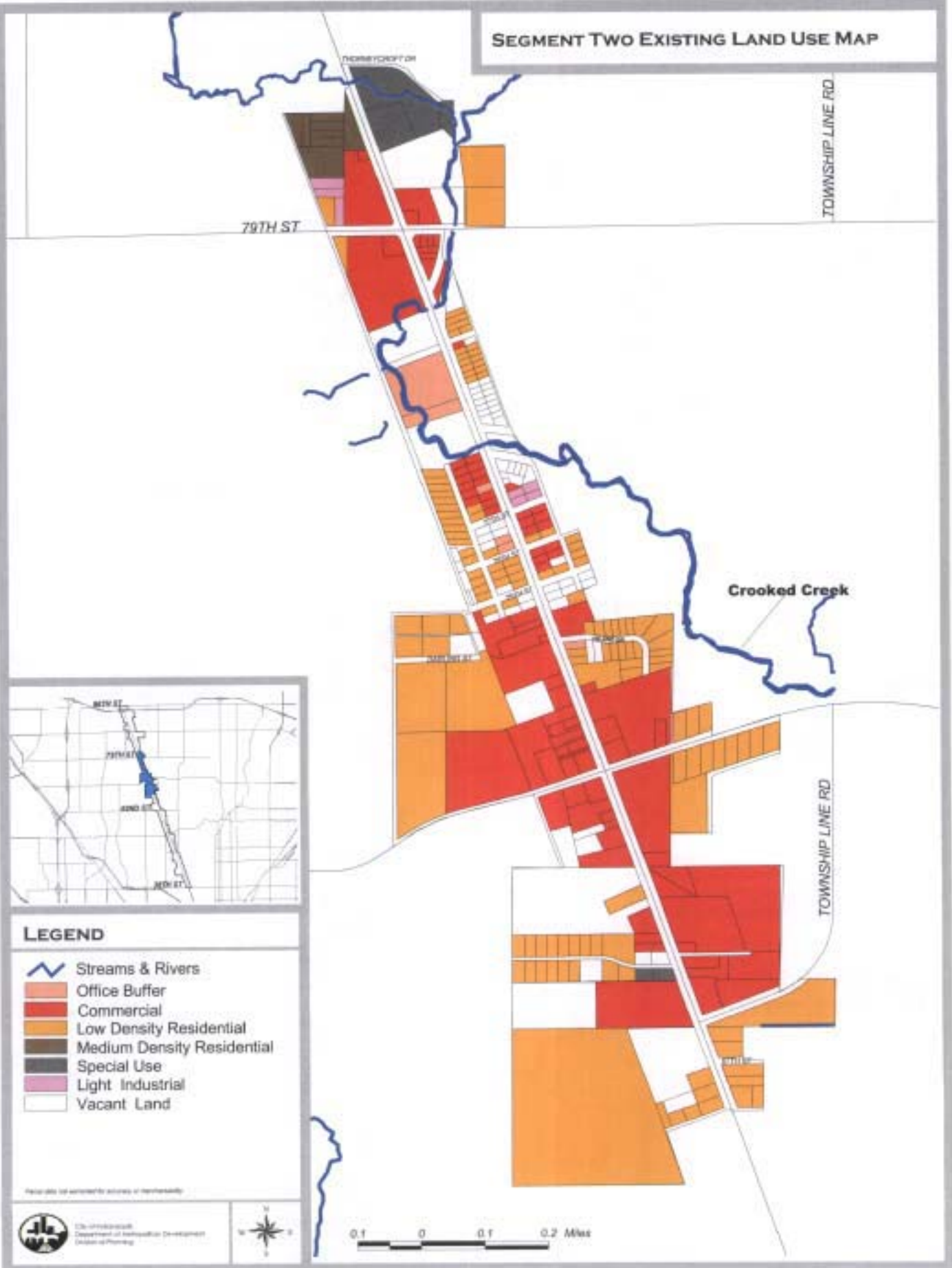
This section is divided into two parts: existing conditions and recommendations. The six mile long Corridor was divided into four segments. Each segment of the Corridor has existing and recommended land use and zoning plan maps. Areas that warrant a high degree of scrutiny are designated as critical areas – the text associated with the land use and zoning recommendation states why the area is designated as critical .

SEGMENT ONE EXISTING LAND USE

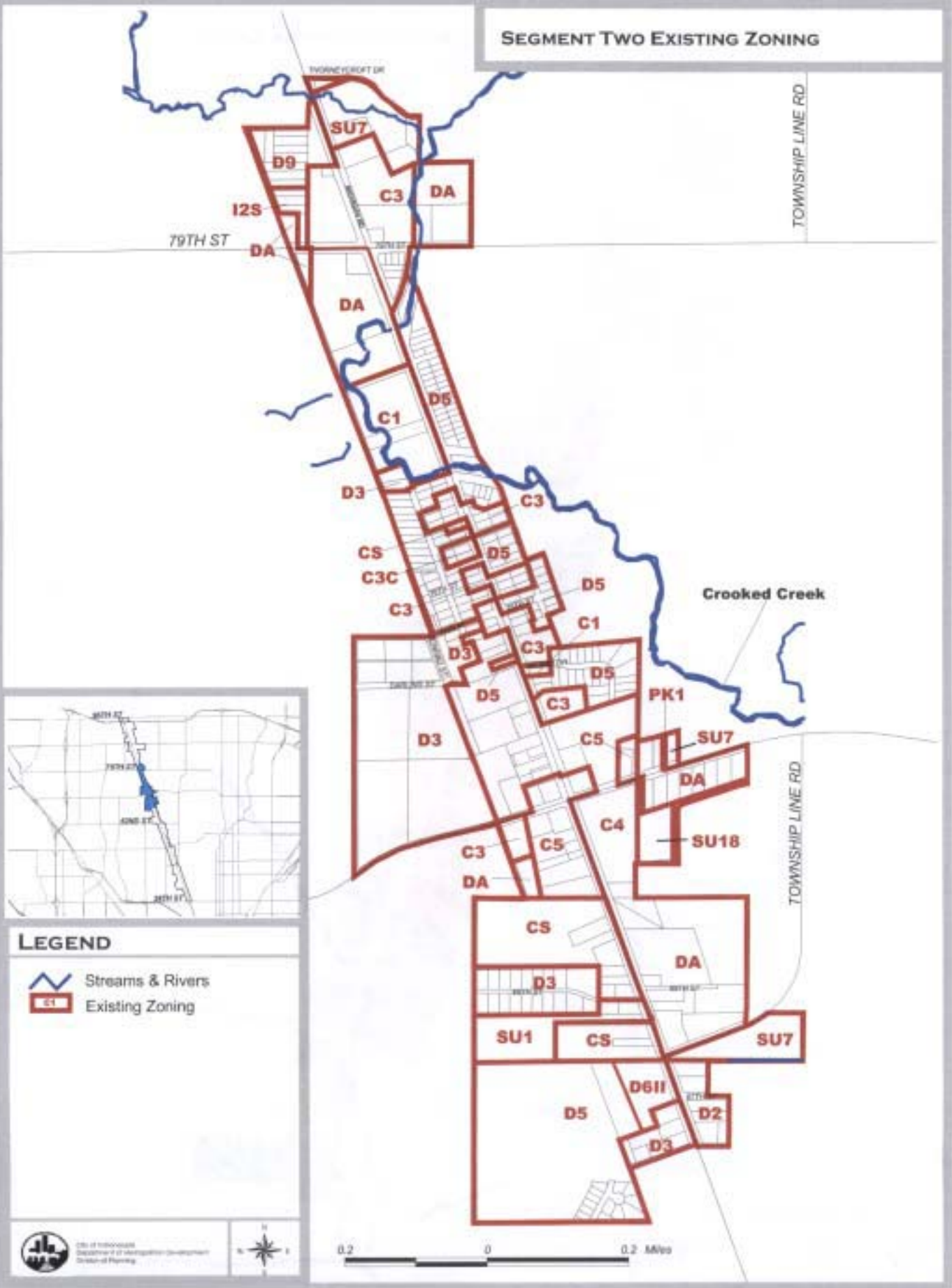




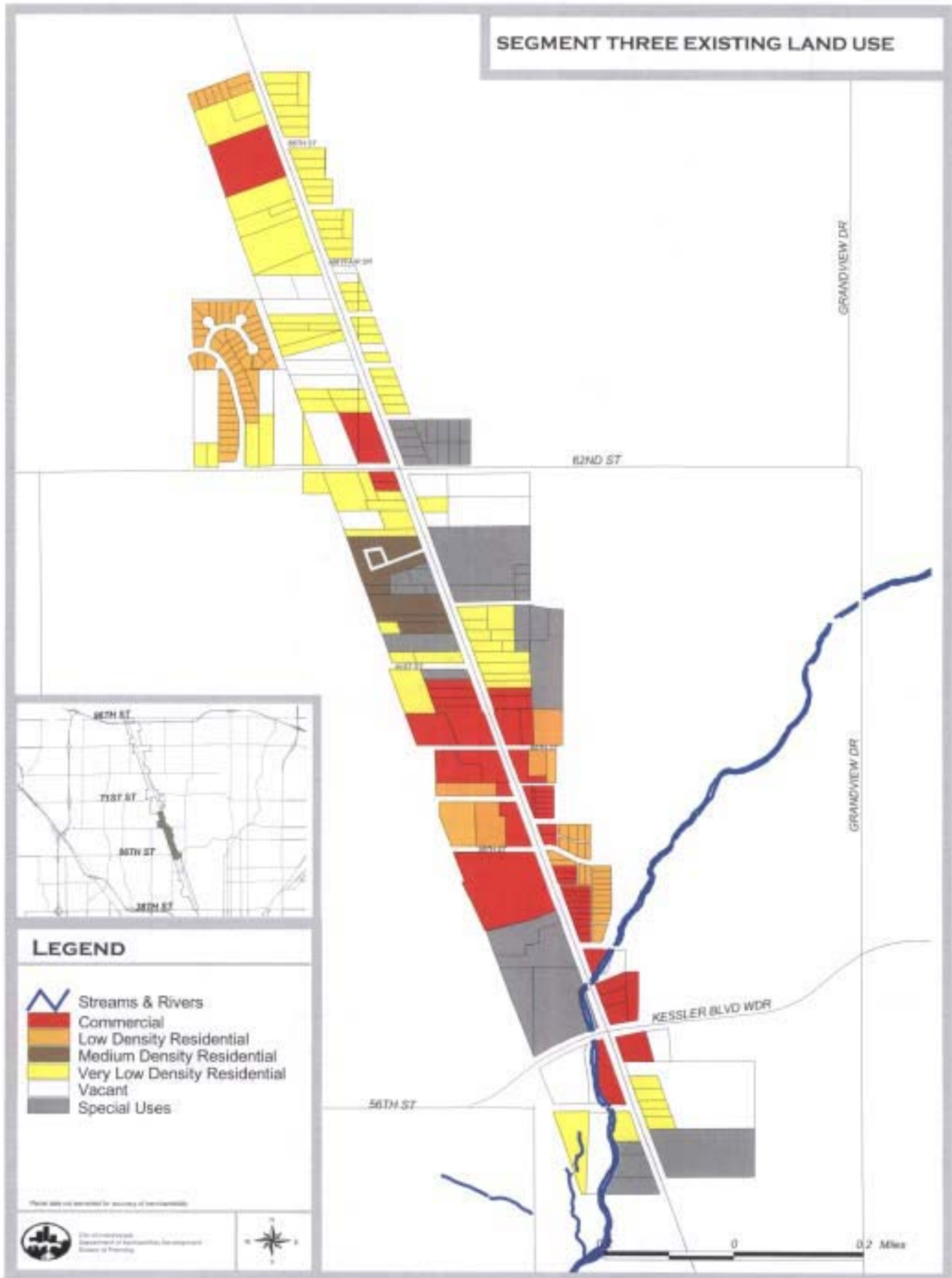
SEGMENT TWO EXISTING LAND USE MAP



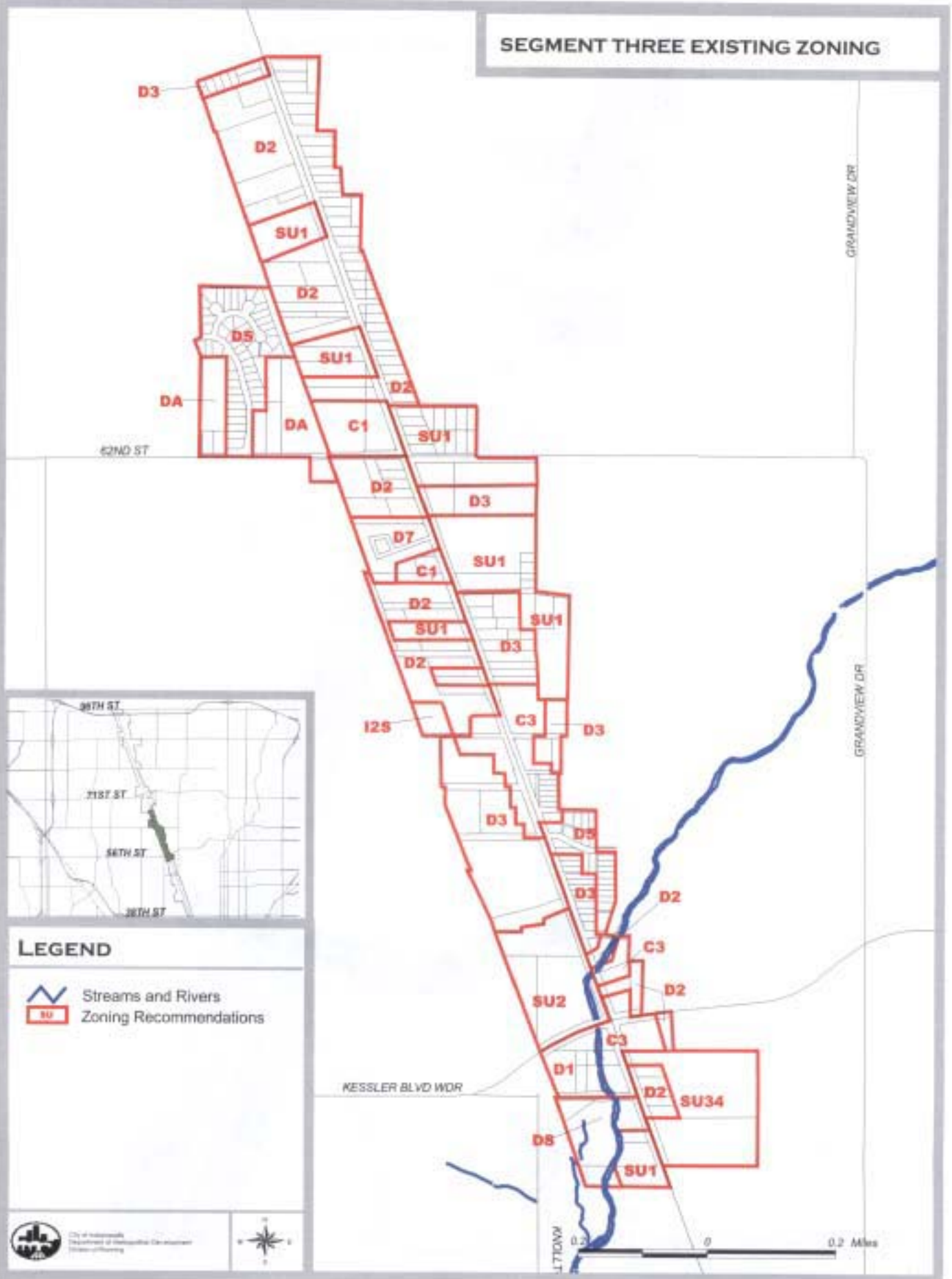
SEGMENT TWO EXISTING ZONING

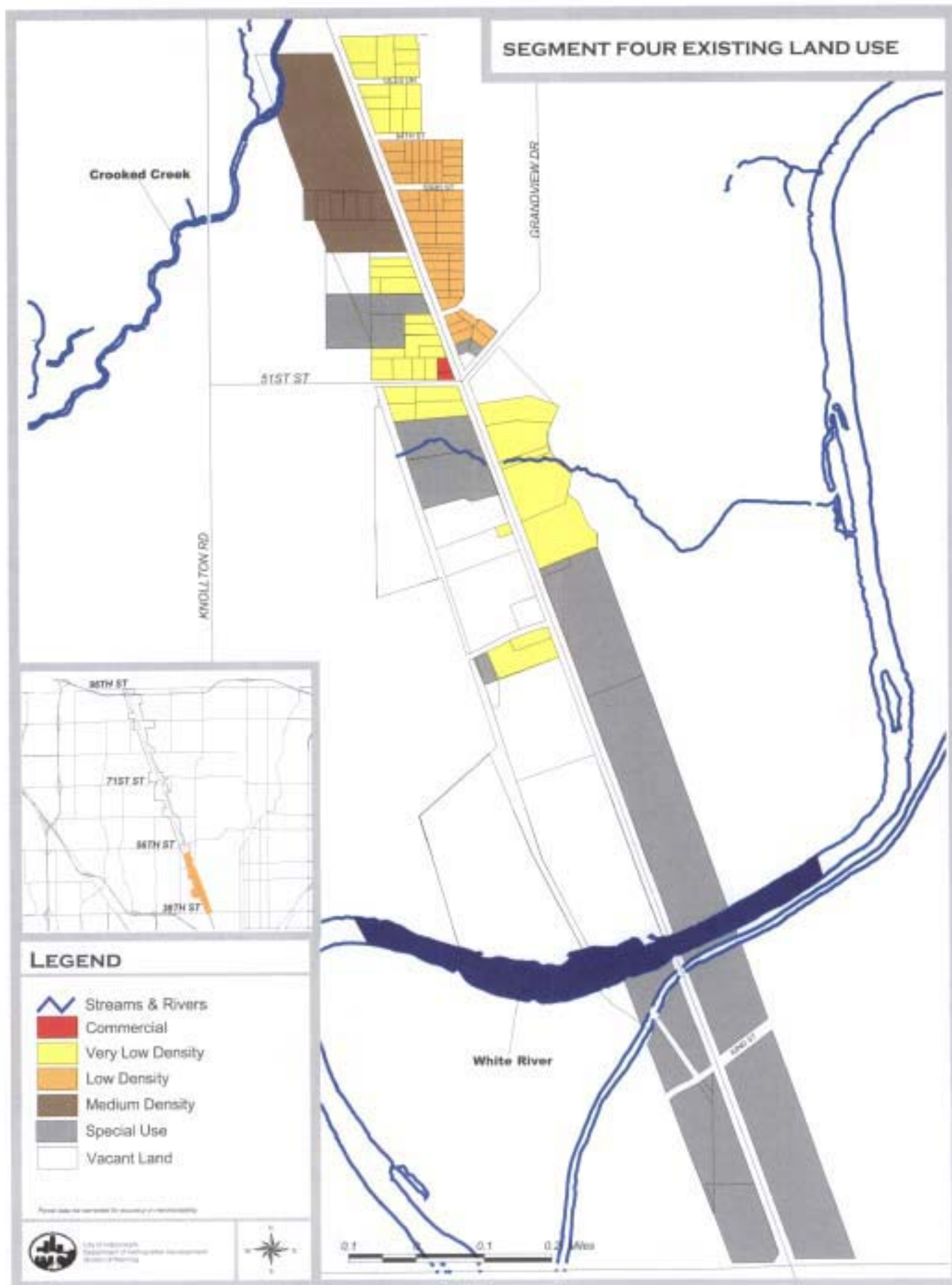


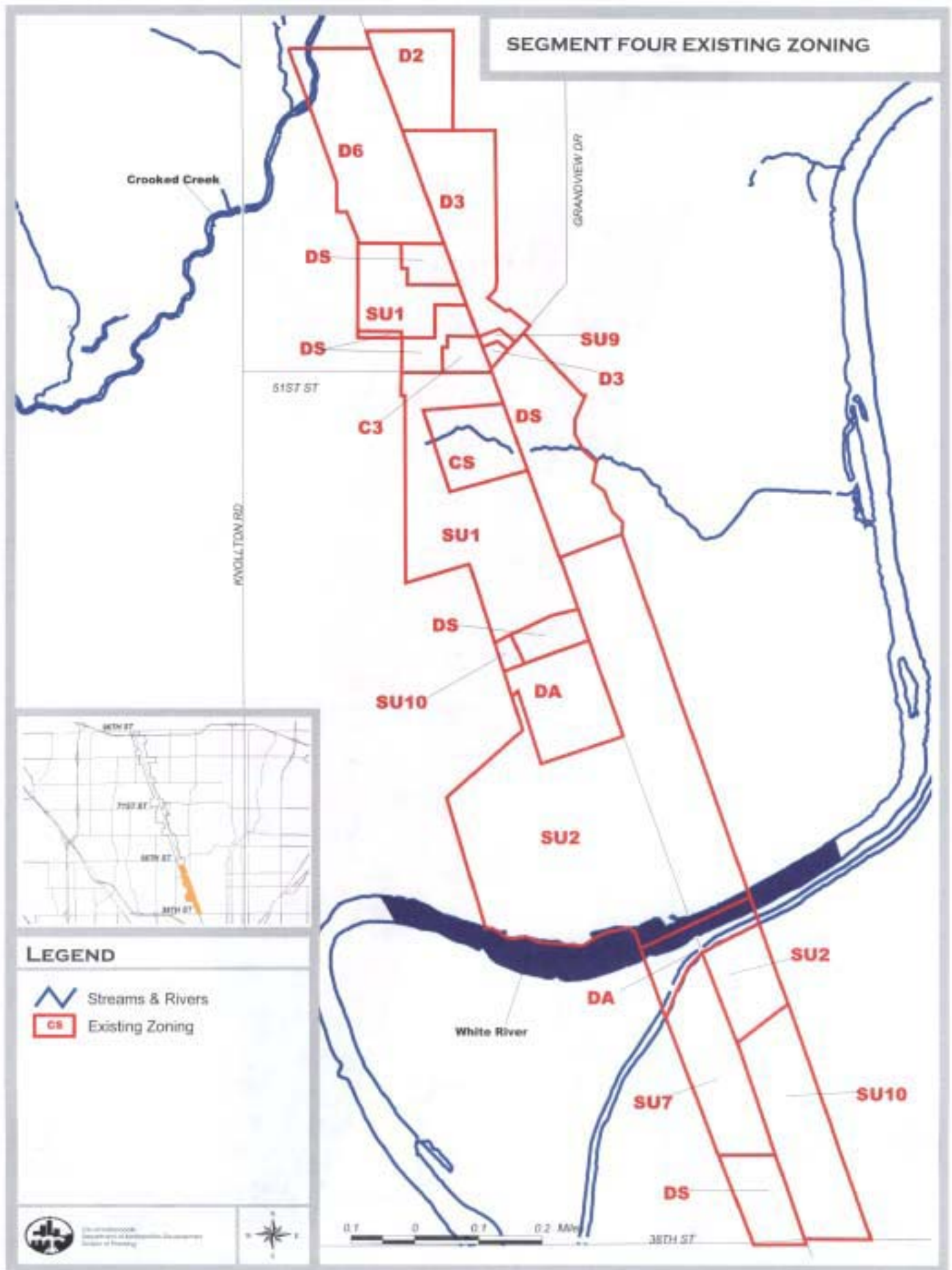
SEGMENT THREE EXISTING LAND USE



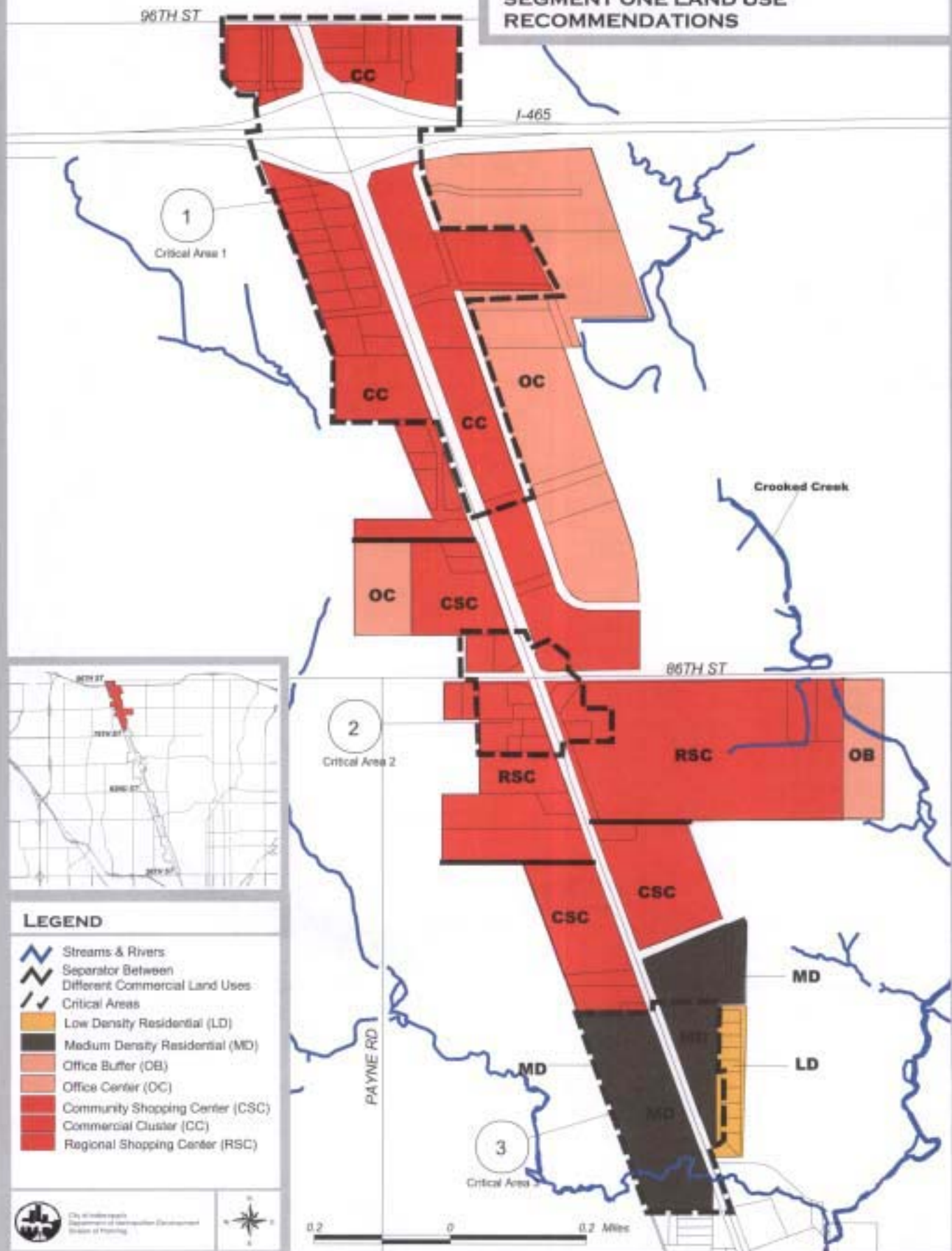
SEGMENT THREE EXISTING ZONING







SEGMENT ONE LAND USE RECOMMENDATIONS



SEGMENT ONE ZONING RECOMMENDATIONS

96TH ST

I-465

1
Critical Area 1

C6

C2

CS

CS

C4

C6

C1

C4

C4

C3

2
Critical Area 2

86TH ST

CS

C3

C1

D6

D3

DP

3
Critical Area 3

PAYNE RD



LEGEND

- Streams & Rivers
- Critical Areas
- Zoning Boundary



0.2 0 0.2 Miles



CRITICAL AREAS

Critical Area One

Land Use Recommendation: Commercial Cluster (CC)

Recommended Zoning: C-6

Why Critical? The area is considered critical because the existing hotels and restaurants in that area serve an important function as interstate-related, service-oriented uses, which also complement the office center uses in the vicinity.

Recommendation

The land use recommendation for this area was Commercial Cluster (CC) and will remain Commercial Cluster (CC). Commercial Cluster for this area acknowledges the existing assortment of hotels, restaurants, and other highway-oriented service uses. There is a desire to maintain existing highway-oriented uses due to the proximity of the I-465 interchanges. The recommendation for Commercial Cluster in this area should not include uses such as car lots, adult entertainment, regional retailers, and tire stores that do not support and enhance the surrounding professional office parks, which are currently thriving.

To ensure that the interstate continues to be served by hotels and restaurants, it is recommended that a uniform zoning classification of C-6 replace the current mix of C-4 and C-6 zoning. The C-6 designation is more consistent with the existing land use than is the C-4 designation and would reinforce the desire for service-commercial, not retail-commercial, along this portion of Michigan Road.



Critical Area Two

Land Use Recommendation: Commercial Cluster (CC)

Recommended Zoning: C-4

Why Critical? The area includes a commercial strip center, three service stations, a car wash, and a tire store. It was identified as a critical area because of the current C-5 zoning designation, which allows for outdoor storage and automobile sales facilities.

The intersection was developed long before the surrounding properties were developed. A zoning designation of C-5 may have been appropriate at the time the intersection was originally developed because it had a relatively minor impact on surrounding properties and property values. Since the northern segment of the Michigan Road Corridor is now built out, the C-5 zoning for the intersection is not appropriate given the surrounding land uses. Outdoor storage could negatively impact the surrounding community and properties. Compounding the problem is the lack of integration of uses: vehicles cannot travel from one property to another without having to pull out into the street. Since the intersection is heavily traveled and is a focal point for the area, this plan recommends more consistency in land use and zoning.

Recommendation

The land use recommendations for the area are Commercial Cluster (CC) and Community Shopping Center (CSC). Existing auto-related land uses are appropriate for the intersection given its proximity to the interstate and to the heavily-traveled arterials of 86th Street and Michigan Road. The C-4 zoning designation would continue to permit existing uses, but would preclude outdoor storage. It would also prohibit automobile sales facilities. It is recommended that any future redevelopment include the internal integration of sites, allowing shared driveways, accesses, parking, and sign structures among adjacent businesses.

Critical Area Three

Land Use Recommendation: Medium Density (MD)

Recommended Zoning: D-P

Why Critical? This area is considered critical for a number of reasons. There are special considerations for the built and natural environment in Critical Area Three that requires creative and sensitive development.

First, it is a largely undeveloped, transitional area between low density residential and commercial (on the west side) and multifamily (on the east side) uses. The site is not presently served by public water or sewer, although such services are not located very far away. During the planning process, the community indicated that it would like to see Michigan Road retain residential character between 79th and 86th Streets.

Second, a structure that was built in the 1830's may have historical significance for the State of Indiana. The residence is located on the west side of Michigan Road at the southern end of Critical Area Three. There was consensus that adjacent development should be sensitive to the historic nature of this site if its historic value can be documented.

Lastly, the site at the southern end (on the west side) of the Critical Area Three may be affected by regulations in the Flood Control District Ordinance for Marion County. The upcoming release of the new Federal Emergency Management Act (FEMA) maps will provide the most up-to-date information available on federally designated flood zones in Marion County.

Recommendation

The land use recommendation for this area is medium density residential (MD) to serve as a transition from the commercial/multifamily properties to lower density residential. Medium density, in this

particular case, should be limited to the typical density level of a D6-II classification (9 to 12 units/gross acre), which allows for a single or two story apartment or condominium housing complex. A higher density than the D6-II classification would be inappropriate and is not recommended since it would be incompatible with the adjacent, low density residential subdivisions. A graduated density approach with higher densities to the north and along Michigan Road and lower densities away from Michigan Road is an alternative

The zoning designation of D-P was recommended on both the west and east sides of Michigan Road to foster this transition. The community indicated during the planning process that it preferred to have creative and unique residential development in that area. The D-P classification should include commitments that enhance the quality of design and development. Open space requirements, tree preservation, and density controls are paramount for these properties. Furthermore, any development should restrict access to Michigan Road given concerns about future traffic volumes and the safety of entering and exiting from Michigan Road. Suggested alternatives included access onto Michigan Road using frontage roads, collector streets, or shared driveways.

Some examples of development that would be compatible on the west side of Michigan Road would be assisted living complexes; a mixed-use project consisting of apartments, town homes, and single family residences; or town homes with an accessory use such as a day care center. The properties on the east side of Michigan Road face two limitations: an unusual configuration and restricted access onto Michigan Road. Creative residential development that would be compatible in scale with the adjacent subdivision and apartment complex would be appropriate for this location.

SEGMENT TWO LAND USE RECOMMENDATIONS MAP

TOWNSHIP LINE RD

79TH ST

Critical Area 4

Critical Area 5

Critical Area 6

Critical Area 7

Critical Area 8

Crooked Creek

TOWNSHIP LINE RD



LEGEND

- Streams & Rivers
- Critical Areas
- Low Density (LD)
- Medium Density (MD)
- Office Buffer (OB)
- Neighborhood Shopping Center (NSC)
- Light Industrial (LI)
- Urban Conservation (UC)
- Special Use (SU)



City of Indianapolis
Department of Transportation and Planning
Division of Planning



0.2 0 0.2 Miles

SEGMENT TWO ZONING RECOMENDATIONS

TOWNSHIP LINE RD

79TH ST

4
Critical Area 4

5
Critical Area 5

6
Critical Area 6

Crooked Creek



LEGEND

- Streams & Rivers
- Recommended Zoning
- Critical Areas



City of Indianapolis
Department of Transportation
Division of Planning



0.2 0 0.2 Miles

7
Critical Area 7

8
Critical Area 8

TOWNSHIP LINE RD

CRITICAL AREAS

Critical Area Four:

Land Use Recommendation: Urban Conservation (UC)

Index No: 5 (Office Buffer)

Recommended Zoning Classification: C-1

Why Critical? The entire area is wooded. Approximately two-thirds of the area is within the Crooked Creek Floodway. The Indianapolis Greenways Plan, Crooked Creek Corridor recommends conservation area for the western portion of the subject area. Commitments associated with rezoning petition 86-Z-99 state that the entire area shall remain in a natural undisturbed state.

Recommendation: Preserve the wooded areas and open space to the greatest extent possible. The recommended index is Office Buffer because office development would be consistent with the existing offices to the south and serves a transitional use between the commercial retail uses to the north and the low density residential uses to the west and east.

Critical Area Five:

Land Use Recommendation: Urban Conservation (UC)

Index No: 5 (Office Buffer)

Recommended Zoning Classification: C-1

Why Critical? Substantial portion of the area is wooded.

Approximately two-thirds of the area is within the Crooked Creek Floodway. The Indianapolis Greenways Plan, Crooked Creek Corridor, recommends conservation area for the western half of the site.

Recommendation: Preserve the wooded areas and open space to the greatest extent possible. The recommended index is Office Buffer because office development would be consistent with the existing offices to the north and south and serve as a transitional use between Michigan Road and the low density residential uses to the west.



Critical Area Six:

Land Use Recommendation: Office Buffer (OB)
Recommended Zoning Classification: C-1

Why Critical? The area was platted in 1829 as the town of Old Augusta – the town was founded as a stopover for travelers on the Michigan Road. Most of its small businesses, such as grocers, blacksmiths, and dry goods purveyors provided services for local farmers or travelers. In the 1950s, shopping centers were built around the intersection of 71st and Michigan Road. The houses in this area are Dutch-Vernacular, Federal, and Vernacular, with construction dates ranging from 1834 circa to 1910 circa.

Over the years, various historical structures have been demolished. Today, Augusta is a mix of residences, retail stores, and offices. There is a desire to: preserve the few reminders of the 19th century community; promote rehabilitation; reuse vacant buildings; and promote infill development that compliments the unique character of Old Augusta.

Recommendation: The recommended use is Office Buffer because office development could serve as a transitional use between the busy Michigan Road activities and the adjacent low density residential uses. Encourage a mix of residential, office/service, and specialty retail uses. Recent commercial developments have been “suburban” and not complimentary in design with the village character. The site and building design of new construction should respond sensitively to the existing historic village context. To allow for a comprehensive site and building design review, proposed commercial retail use of sites that are not zoned for commercial retail use should be encouraged by a variance only.

The lots and buildings in Augusta were not designed to meet today’s parking standards. Innovative approaches must be taken to harmonize the contradictory nature between the provision of additional off-street

parking and preserving the unique pedestrian-friendly village environment of Augusta. Explore small-scaled, shared parking integrated into the village fabric through creative design and landscaping. Minor relief requests from the parking regulations to encourage consistent village character should be supported. Requests for severe parking deficiency waivers, or significant variance of use requests where proposals are not compatible with the surrounding area should be discouraged. Developers are encouraged to provide and support streetscape and pedestrian amenities which promote village character.

Critical Area Seven:

Land Use Recommendation: Office Buffer (OB)

Recommended Zoning Classification: C-1

Why Critical? The site is presently zoned D-A. Due to the commercial development on three sides of the site, it is unlikely that this site will be developed for residential development. However, across Pershing Avenue, to the west of the subject site, are existing single-family residences.

Recommendation: The recommended use is Office Buffer because it would serve as a transitional use between the commercial uses to the east and the low density residential uses to the west. Commercial retail use of the area should be considered only if access to the site is from Michigan Road and not Pershing Avenue.

Critical Area Eight:

Land Use Recommendation: Neighborhood Shopping Center
(NSC)

Recommended Zoning Classification: C-S

Why Critical? Portions of the buildings on this site have been vacant or underutilized. This area has experienced a high incidence of juvenile criminal activity.

Recommendation: The size and shape of the existing buildings allows for multiple and various uses such as neighborhood oriented commercial retail, youth/community center, or a variety of light industrial uses that do not need or have outside storage or activity. To allow for redevelopment (commercial retail or light industrial) of this area, the recommended zoning classification is CS.

SEGMENT THREE LAND USE RECOMMENDATIONS

GRANDVIEW DR

62ND ST

62ND ST

COOPER RD

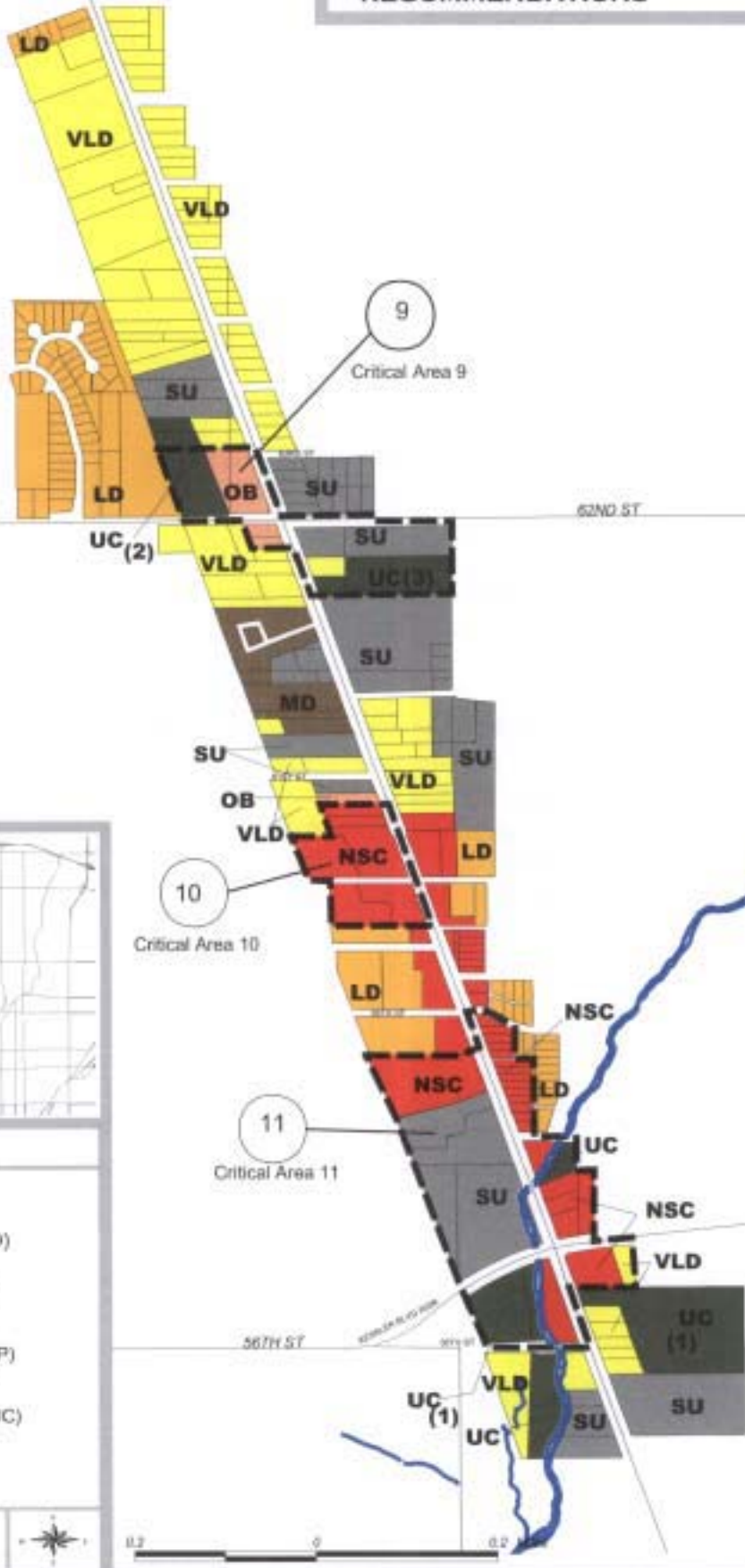


LEGEND

- Streams & Rivers
- Critical Areas
- Very Low Density (VLD)
- Low Density (LD)
- Medium Density (MD)
- Office Buffer (OB)
- Light Industrial (LI)
- Neighborhood Park (NP)
- Community Park (CP)
- Linear Park (LP)
- Urban Conservation (UC)
- Fire Station (FS)
- Special Use (SU)

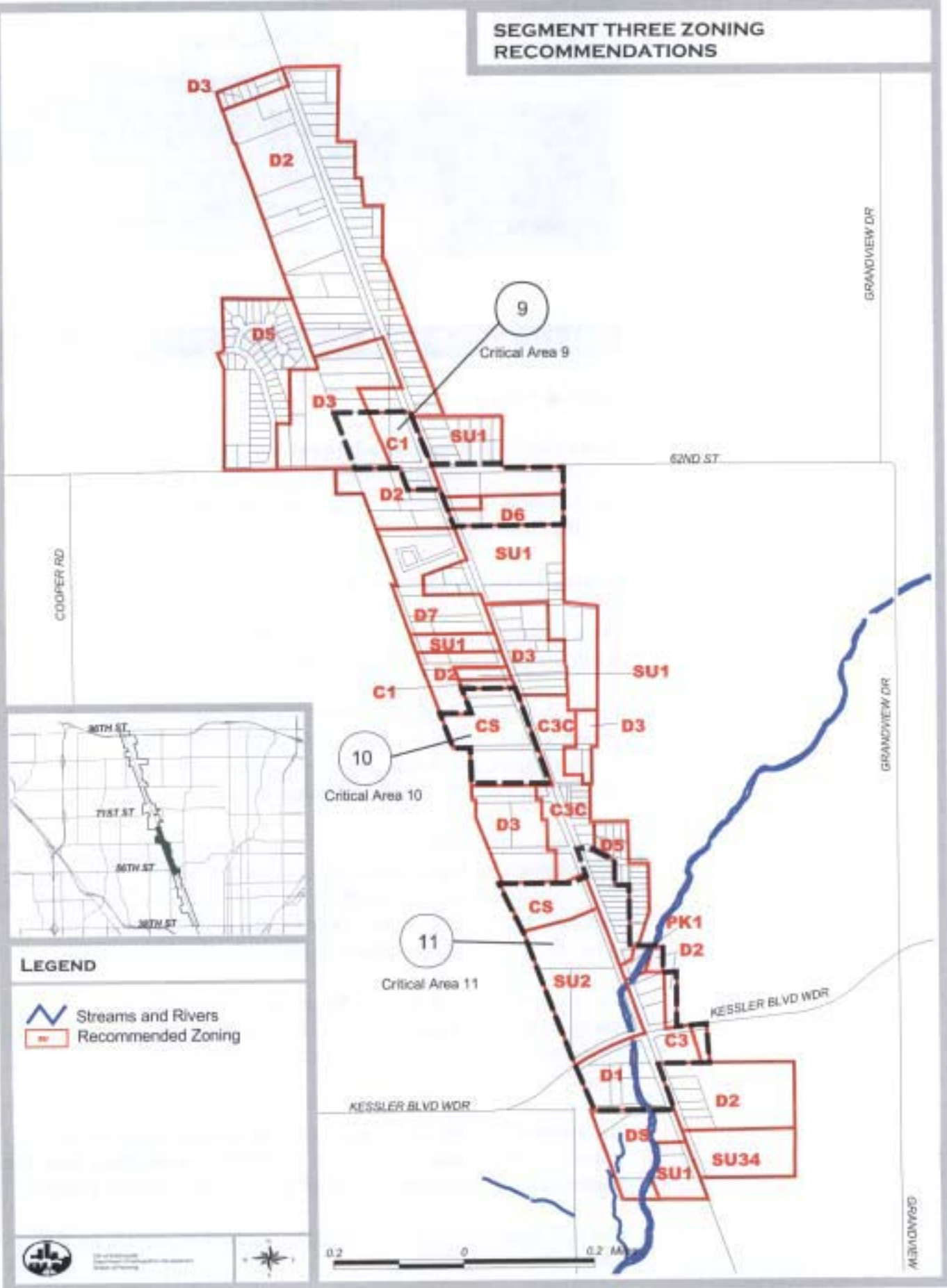


City of Indianapolis
Department of Transportation
Division of Planning



GRANDVIEW DR

SEGMENT THREE ZONING RECOMMENDATIONS





CRITICAL AREAS

Critical Area 9

Land Use Plan Recommendations: Very Low Density Residential, Low Density Residential, Office Buffer, Special Use, and Urban Conservation (indexed to Low Density Residential and Medium Density Residential) .

Zoning Recommendations: D2, D3, D6, C1, and SU-1

Why Critical: Stands of woods are located in the northwest and southeast portions of the critical area.

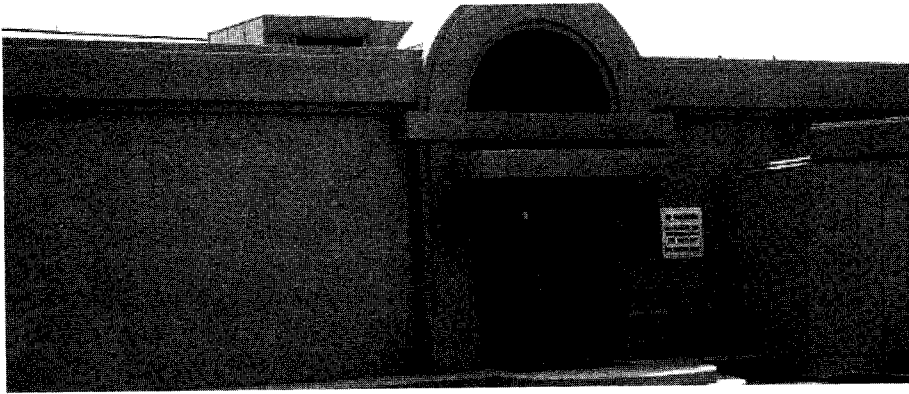
East of Michigan Road, 62nd Street is undeveloped, however the right-of-way exists. According to the Thoroughfare Plan Update retention of this right-of-way is important for the future connection of 62nd Street from Coburn Avenue to Michigan Road.

Commercial properties exist on the southwest and northwest corners of this intersection. This commercial node is surrounded by residential and institutional uses. Although the present uses of these properties are relatively low in their impact, more intense use or expansion of commercial uses unto neighboring properties should be avoided.

The property south of the 62nd Street right-of-way that is recommended for Special Use is vacant and owned by the church to the north. They have expressed an interest in using this property to house persons in need.

Recommendations: Development of the wooded parcels should preserve as many trees as possible. Tree Preservation Plans should be requested from developers as part of the site plan approval process.

The 62nd Street right-of-way should be retained to provide for the future construction of the street.



The existing commercial areas should be restricted to areas currently developed commercially. This commercial area should be a low impact use such as offices. New or remodeled structures should be residential in scale and design.

A church-related multi-family use would be an acceptable alternative use for the site south of 62nd Street that is recommended as SU.

All development in the critical area should be pedestrian friendly and should be well-landscaped. All development should conform to the design guidelines laid out in this Plan.

Critical Area 10

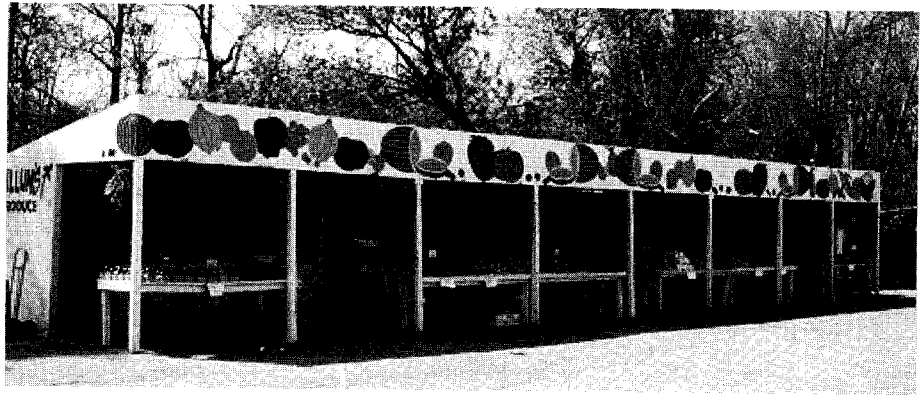
Land Use Recommendations: Neighborhood Shopping Center

Zoning Recommendations: CS

Why Critical: This area contains an industrial use which is unusual for this Corridor and also a commercial property that serves the wider community rather than the immediate neighborhood. Redevelopment of this area would offer an opportunity to bring this area into uses more compatible to the rest of the corridor.

Recommendations: The large commercial site within this critical area is buffered to the north by an office use. If redeveloped, it should provide a substantial buffer between itself and the residential properties to the west. Redevelopment of the site could include mixed uses such as typical Neighborhood Shopping Center uses, community center uses and light industrial (non-truck related) uses.

The existing industrial use has outgrown its current site and part of the operation may be moving to a site outside the corridor. Reuse of the site as a center for community, recreation, and social services would be beneficial to the community. Other acceptable redevelopment



possibilities should be oriented to neighborhood-scale uses rather than community-scale uses.

All development in the critical area should be pedestrian friendly and should be well-landscaped. All development should conform to the design guidelines laid out in this Plan.

Critical Area 11

Land Use Recommendations: Very Low Density Residential, Neighborhood Commercial Center, Urban Conservation, Special Use

Zoning Recommendations: D1, D2, C3, CS, PK-1, SU-2

Why Critical: There are wide variety of land uses, some of which conflict with others nearby. The area contains a Greenway corridor and floodplain/floodway, a major commercial node for the corridor, an elementary school, a series of small scale office and retail uses and a large site with mixed commercial uses.

Recommendations: The Greenway corridor and floodway and the associated woods should be preserved. A walking trail is recommended for the Greenway corridor.

The commercial node at the intersection of Kessler Boulevard and Michigan Road is surrounded on the east, south and west by residential and institutional uses and should not spread into those areas. Crooked Creek provides a natural barrier that should be maintained.

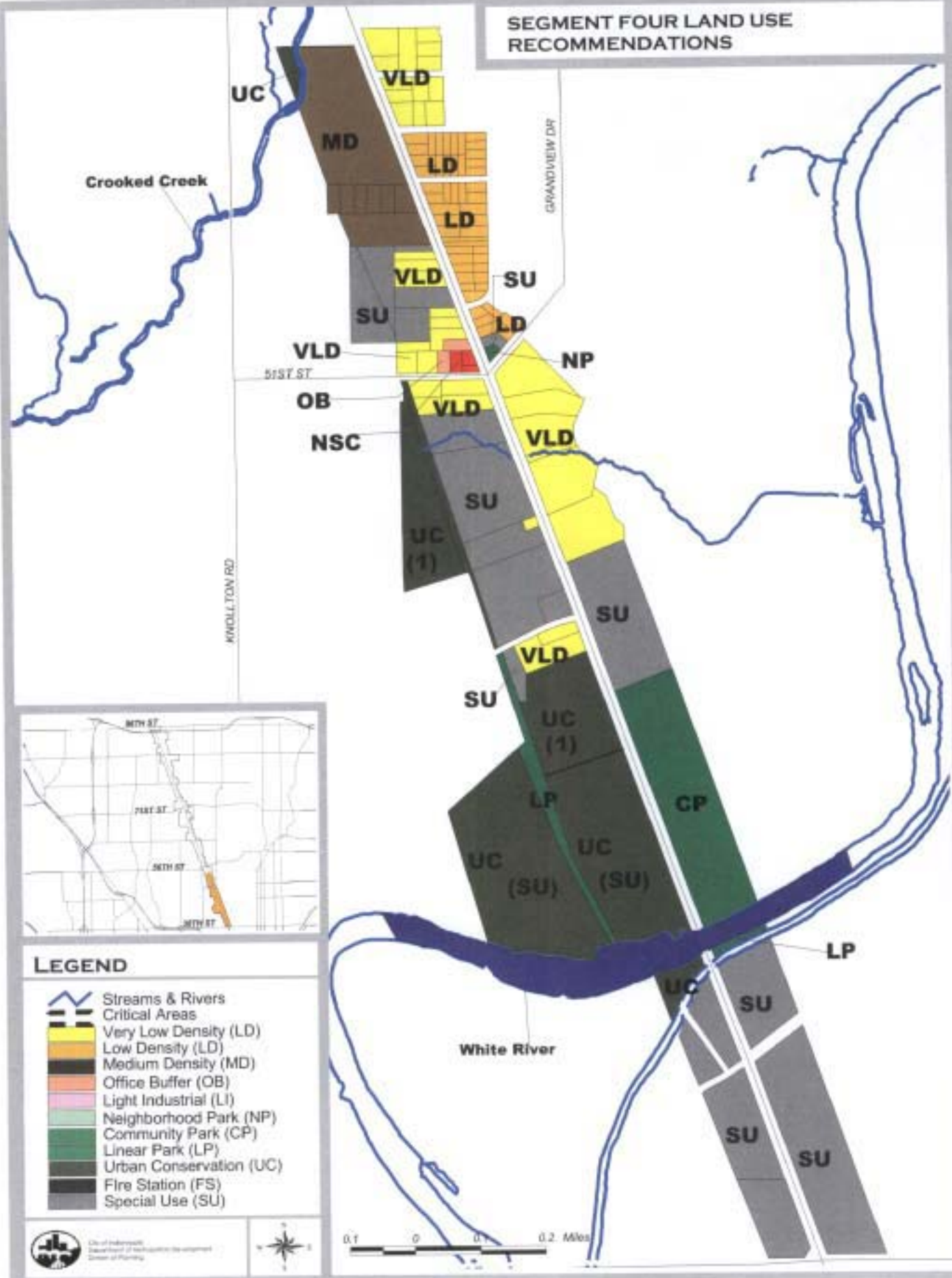
The area of small scale commercial uses north of Crooked Creek on the east side of Michigan Road should retain the small scale of the existing structures and should be oriented to neighborhood-scale uses rather than community-scale uses.



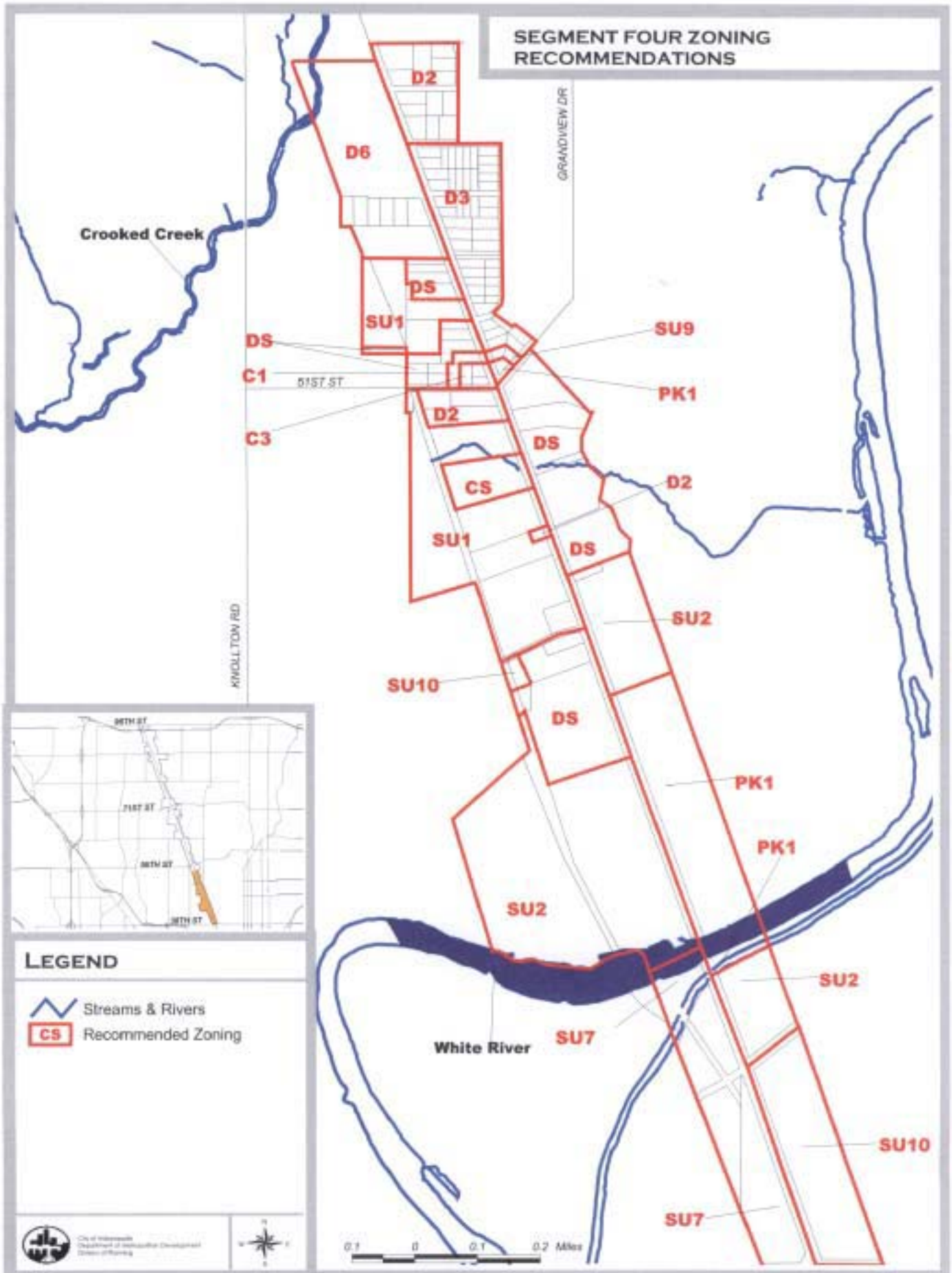
The large commercial site on the west side of Michigan Road and immediately north of the Crooked Creek Elementary school should provide a substantial buffer between itself and the school to the south and the residential properties to the north. Redevelopment of the site should be oriented to neighborhood-scale uses rather than community-scale uses.

All development in the critical area should be pedestrian friendly and should be well-landscaped. All development should conform to the design guidelines laid out in this plan.

SEGMENT FOUR LAND USE RECOMMENDATIONS



SEGMENT FOUR ZONING RECOMMENDATIONS





PART IV: **APPENDICES**

APPENDIX A

List of Funding Agencies

Arts Council Grants

Source: Arts Council of Indianapolis
47 South Pennsylvania Street, Suite 303
Indianapolis, Indiana 46204

Phone: (317) 631-3301

WWW address: www.indyarts.org/grants.htm

Contact Information: **Name:** Pierre Hopf
Phone: (317) 631-3301
FAX: (317) 624-2559
E-Mail: PierreH@indyarts.org or artscouncilW@indyarts.org

Eligibility Requirements: Not-for-profit organizations in Marion County.

Type of Projects Funded: Three grants include general operating support, special project support, and mini grants.

General operating support is for organizations that have as their primary purpose the presentation, exhibition, and/or performance of the arts. Special project support includes one-time events, single productions, or summer arts programs (organizations not restricted to a primary arts purpose). Mini grants provide support to neighborhoods and community organizations for arts programs that reach a diverse group of residents (mini grants are limited in scope and provide a maximum of \$750 that must be matched).

Community Assistance Grant Program

Source: Junior League of Indianapolis
3050 N. Meridian Street
Indianapolis, Indiana 46208

Phone: (317) 925-4600

FAX: (317) 926-7658

Eligibility Requirements: Neighborhood associations, garden clubs, Scout Troops, churches, businesses, and individual residents.

Type of Projects Funded: Funds can be used towards implementation of the Mayor's Adopt-A-Median Program. It involves locating a median in your business or residential neighborhood and signing a one year commitment to pick up litter, control weeds, and mow grass. You designate the name to appear on the set of signs. Approval from the City of Indianapolis must be sought for additional landscaping. Each median site should be inspected by Indy Parks to verify proposed plant selection and landscaping plans.

Other: Types of vegetation allowed (depending on site distance and maintenance) include perennials, ground cover, ornamental grass, and shrubs. Contact for Mayor's Adopt-A-Median Program is Theresa Rhodes at (317) 327-3618.

Community Enhancement Fund

Source: Greater Indianapolis Progress Committee
200 East Washington Street, Suite 2301
Indianapolis, Indiana 46204

Phone: (317) 327-3860

Contact Information: **Name:** Alicia J. Barnett
Phone: (317) 327-3860
FAX: (317) 327-3863
E-Mail: ajbarnett@aol.com

Eligibility Requirements: Marion County community-based organizations that provide services intended to enhance the quality of life and/or further development in the targeted area.

Type of Projects Funded: Projects address cultural, security, beautification, recreation, family and youth issues. Purchase of lighting fixtures, trash receptacles, weed killer, fencing, benches, trees, VCR, signage, landscaping, pamphlet printing, transportation for youth programs, field trips, marketing/musicians for orchestra series.

Other: Township Administrators will be able to assist organizations with the application process.

Dow Chemical Company Foundation Contributions

Source: The Dow Chemical Company
Global Contributions
47 Building
Midland, Michigan 48667
Phone: (517) 638-7238
WWW address: www.dow.com/about/charitable/charity.html
Contact Information: **Name:** Jerry Ring, Director
Phone: (517) 638-7238

Type of Projects Funded: At least one of the following criteria must be met: addresses a demonstrated need in a city/community in which the company has a presence; provides an opportunity for a hands-on science experience for students below the college level; supports a university project or program involving science, engineering, business or other related areas; enhances the environment.

Other: Donates \$18 million per year globally. Special consideration is given to charitable contribution requests from its employees at the community level. Requests are decided by site or geographical area coordinators. The Dow Chemical Company is the parent company of Dow AgroSciences, based in Indianapolis.

eyegive

Source: eyegive, LLC
P.O. Box 7069
Evanston, Illinois 60201
Phone: (847) 328-5293
WWW address: www.eyegive.com
Contact Information: **Name:** Robert Grosshandler, Founder
FAX: (847) 328-5789
E-Mail: info@eyegive.com

Eligibility Requirements: Any charity or nonprofit with Section 501(c)(3) status under the IRS code (i.e. PTAs, churches, theatre groups). Ineligible organizations are ones that advocate violence or illegal activities.

Type of Projects Funded: If the nonprofit is not registered already, nominate the nonprofit through a registration process. Individuals can (optional) set their web browsers (i.e. Netscape Communicator or Microsoft Internet Explorer) to access eyegive as their home page. Then, each time the individual signs onto the Internet money is directed to the nonprofit selected by the individual. Donations are made each time individuals view a sponsor's advertisement.

Other: No cost to individual users or nonprofit organizations. Advertisers and eyegive cover all of the costs. Individuals, whose use of the Internet is moderate, can raise \$25 to \$50 each year for their favorite nonprofit. Nonprofits that work with eyegive to inform their members of the eyegive organization receive 50% of the revenues raised, while other nonprofits receive 40%. Earnings are calculated at the end of each quarter. If the amount is less than \$100, the amount is credited to the next calendar quarter. If over \$100, a check is issued to the nonprofit.

Grants for Public Arts Projects

Source: The Gunk Foundation
Attn: Nadine Lemmon
P.O. Box 333
Gardiner, New York 12525
Phone: (914) 255-8252
WWW address: spice.mhv.net/~gunk
Contact Information: **Name:** Nadine Lemmon
Phone: (914) 255-8252
FAX: (914) 255-8252
E-Mail: gunk@mhv.net

Eligibility Requirements: Grants to individuals and organizations for local, national, or international projects. Established and unestablished artists who show competence in their field of expertise.

Type of Projects Funded: Work that is shown in the spaces of public transportation, city streets, or work places and is seen by people "outside" of the art and academic worlds.

Other: Grantee may apply for a second grant one year from receiving their grant.

Guidant Foundation Grants

Source: Guidant Corporation
ATTN: Guidant Foundation
111 Monument Circle, 29th Floor
P.O. Box 44906
Indianapolis, Indiana 46244-0906
Phone: (317) 971-2000
WWW address: www.guidant.com/about/foundation/index.htm
Contact Information: **Name:** Burnell Fischer, Director
Phone: (317) 582-2410

Eligibility Requirements: Local organizations serving the communities where Guidant's employees live and work.

Type of Projects Funded: Grants provided in the areas of education, health care, community, cultural, and human services programs. Through the Foundation, Guidant also contributes to community and industry development programs and provides product donations where appropriate.

Other: The Guidant Foundation has contributed nearly \$750,000 to community organizations as of 3/25/98. The Corporation is committed to serving the communities in which its employees live and work.

Hometown Indiana Funding

Source: State of Indiana Dept. of Natural Resources
Division of Historic Preservation and Archaeology, Grants Section
402 W. Washington Street, Room W274
Indianapolis, Indiana 46204
Phone: (317) 232-1646
WWW address: www.dnr.state.in.us/historic/index.htm
Contact Information: **Name:** Steve Kennedy
Phone: (317) 232-1646
FAX: (317) 232-0693
E-Mail: steve_kennedy_at_dnrln@ima.isd.in.us

Eligibility Requirements: Eligible applicants include private, non-profit organizations without religious affiliation, educational institutions, and local governmental units.

Type of Projects Funded: For Historic Preservation, eligible projects include 1) the purchase of, or 2) the preservation, rehabilitation, restoration, reconstruction, or archeological investigation of a site, structure, object, or other resource currently listed in the Indiana State Register of Historic Sites and Structures. Work must conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Priority to projects: with clear and measurable goals that result in the creation of valuable products for the State; whose sponsors have not received funding from the program within the last two years; and, with an individual capable of grant administration.

Other: For acquisition and development, priorities given to projects which are feasible in technological and practical terms and which assist properties that are vacant, partially vacant, or severely threatened. Effective January 2, 1998, twenty percent of the Hometown Indiana Grant distributions are available for historic preservation of real property.

Hometown Indiana Funding

Source: State of Indiana Dept. of Natural Resources
Division of Forestry, Urban Forestry Office
402 W. Washington Street, Room W296
Indianapolis, Indiana 46204
Phone: (317) 582-2410
WWW address: www.dnr.state.in.us/forestry/d-forest.htm
Contact Information: **Name:** Steve Kennedy
Phone: (317) 232-1646
FAX: (317) 232-0693
E-Mail: steve_kennedy_at_dnrln@ima.isd.in.us

Eligibility Requirements: Eligible applicants include private, non-profit organizations without religious affiliation, educational institutions, and local governmental units.

Type of Projects Funded: Projects that receive funding emphasize tree planting, the development of long-term community forestry programs, planning, education, public awareness and training. Effective January 2, 1998, 10% of Hometown Indiana Grant distributions are available for community forestry.

Other: Provides 50% matching grants to assist local agencies in implementing community forestry and planting projects. The match can be in the form of cash contributions or donated labor, supplies, or equipment use.

Lilly Endowment Grants

Source: Lilly Endowment, Inc.
2801 N. Meridian Street
P.O. Box 88068
Indianapolis, Indiana 46208-0068

Phone: (317) 924-5471

WWW address: www.lilly.com/company/citizenship/community

Contact Information: **Name:** Charlene Hederick, Office of the Mayor
Phone: (317) 327-5021
FAX: (317) 327-5271
E-Mail: chederic@indygov.org

Eligibility Requirements: Organizations and institutions with tax exempt, 501c(3) status and with appropriate interests.

Type of Projects Funded: Provide financial grants, donations of products and equipment, and volunteer time and expertise of its employees. Offers assistance to organizations whose programs help meet the needs of people in the areas of health and human services, education, civic affairs, and culture. Grants are given for project/program; capital; general operating; seed money; demonstration; development; training; conferences/seminars; challenge/matching grants; fellowships, scholarships, research; awards/prizes; technical assistance; matching gifts.

Other: Lilly contributed more than \$66 million in cash and product to charitable organizations worldwide in 1996. Awards average \$188,316. Awards announced every month.

Marsh Grants

Source: Marsh Supermarkets
Attn: Community Relations Department
9800 Crosspoint Boulevard
Indianapolis, Indiana 46256

Phone: (800) 845-7686

WWW address: www.marsh.net/events.html

Eligibility Requirements: Organizations with 501C(3) non-profit status. For profit organizations and third parties which sponsor events that benefit charities are not eligible.

Type of Projects Funded: Marsh Supermarkets is one of the largest contributors in the State of Indiana. Corporate giving focuses on the arts; community development; education and youth programs; and, hometown or neighborhood activities. In an effort to serve as many organizations as possible, Marsh practices a rotation system of giving. Marsh offers products, door prizes, in kind services, sponsorship, etc.

Other: Major sponsorships (\$1,000 and above) should be submitted six months in advance. They are best submitted by November or December for review in the budgetary planning session.

The Indianapolis Foundation Grants Program

Source: The Indianapolis Foundation
119 English Foundation Building
615 N. Alabama Street
Indianapolis, Indiana 46204-1498

Phone: (317) 634-7497

WWW address: www.cicf.org

Contact Information: **Name:** Julie Salinas, Grant Manager
Phone: (317) 634-7479
FAX: (317) 684-0943
E-Mail: julies@cicf.org

Eligibility Requirements: Charitable organizations that need funding for start-up costs for new programs, one time projects or needs, or capital needs beyond an applicant's capabilities and means.

Type of Projects Funded: Grants awarded for civic life and culture, health, education, youth and family, and community services. The Foundation is particularly interested in grants that can make a real difference in institutions and individuals lives.

Other: Programs not considered are individuals, organizations for sectarian or religious purposes, support for operating budgets, contributions to endowments, provisions for long term funding, and post-event or after-the-fact situations.

Hometown Indiana Funding

Source: State of Indiana Dept. of Natural Resources
Division of Outdoor Recreation
402 W. Washington Street, Room W271
Indianapolis, Indiana 46204

Phone: (317) 232-4070

WWW address: www.dnr.in.us/outdoor/index.htm

Contact Information: **Name:** Emily Kress, Director

Phone: (317) 232-4070

Eligibility Requirements: Eligible applicants include private, non-profit organizations without religious affiliation, educational institutions, and local governmental units.

Type of Projects Funded: Effective January 2, 1998, seventy percent of the Hometown Indiana Grant distributions are available for grants to community parks and recreation areas.

Other: Provides 50% matching grants to assist local agencies in acquiring and developing local public parks. The match can be in the form of cash contributions or donated labor, supplies, or equipment use.

Inland Foundation Grants

Source: The Inland Foundation
Inland Paperboard & Packaging, Inc.
4030 Vincennes Road
Indianapolis, Indiana 46268-0937

Phone: (317) 879-4222

WWW address: www.iccnet.com/content/social

Type of Projects Funded: Granted \$187,000 to local groups in 1998 to benefit at-risk youth. The recipients included 100 Black Men of Indianapolis, Area Youth Ministry Inc., Happy Hollow Children's Camp Inc., Indiana University, Police Athletic League of Indianapolis, Teen Tracks, Inc., Youth Audiences of Indianapolis, Youth as Audiences of Indianapolis and Youth as Resources, United Way of Indianapolis.

Other: Also each Inland Facility is encouraged to form a partnership with one or more local schools. Partnership may include tutoring; guest speaking; reward incentives for academic achievement; funding for enhanced programs in reading, math, or science; opportunities for exposure to the arts. Their commitment is to assist elementary and high schools in their local communities to improve math, geography, basic reading, writing, and science skills.

IPALCO Golden Eagle Environmental Grants

Source: Golden Eagle Grants
c/o Indiana Parks and Recreation Association
101 Hurricane Street
Franklin, Indiana 46131

Phone: (317) 736-8994

WWW address: www.ipalco.com

Type of Projects Funded: Mission to preserve, protect, enhance or restore environmental and biological resources throughout Indiana. Projects should provide appropriate access to the general public. Judged on environmental impact; general quality; public impact; other matching funds; creativity and transferability; cost-benefit ratio. Examples: Eagle Creek Wetlands Restoration and Observation Deck, Broad Ripple Dam Environmental Education Area, Urban Nature Preserve, IPS#14.

Other: Funding not available for landscaping and beautification projects. Applicants may re-apply each year for funding. Applicants encouraged to combine grant money with other moneys/resources.

USX Foundation

Source: James L. Hamilton, III
General Manager
USX Foundation, Inc.
600 Grant Street
Pittsburgh, Pennsylvania 15219-4776

Phone: (412) 433-5237

WWW address: www.usx.com/grant.htm

Contact Information: **Name:** James L. Hamilton, III, General Manager
Phone: (412) 433-5237

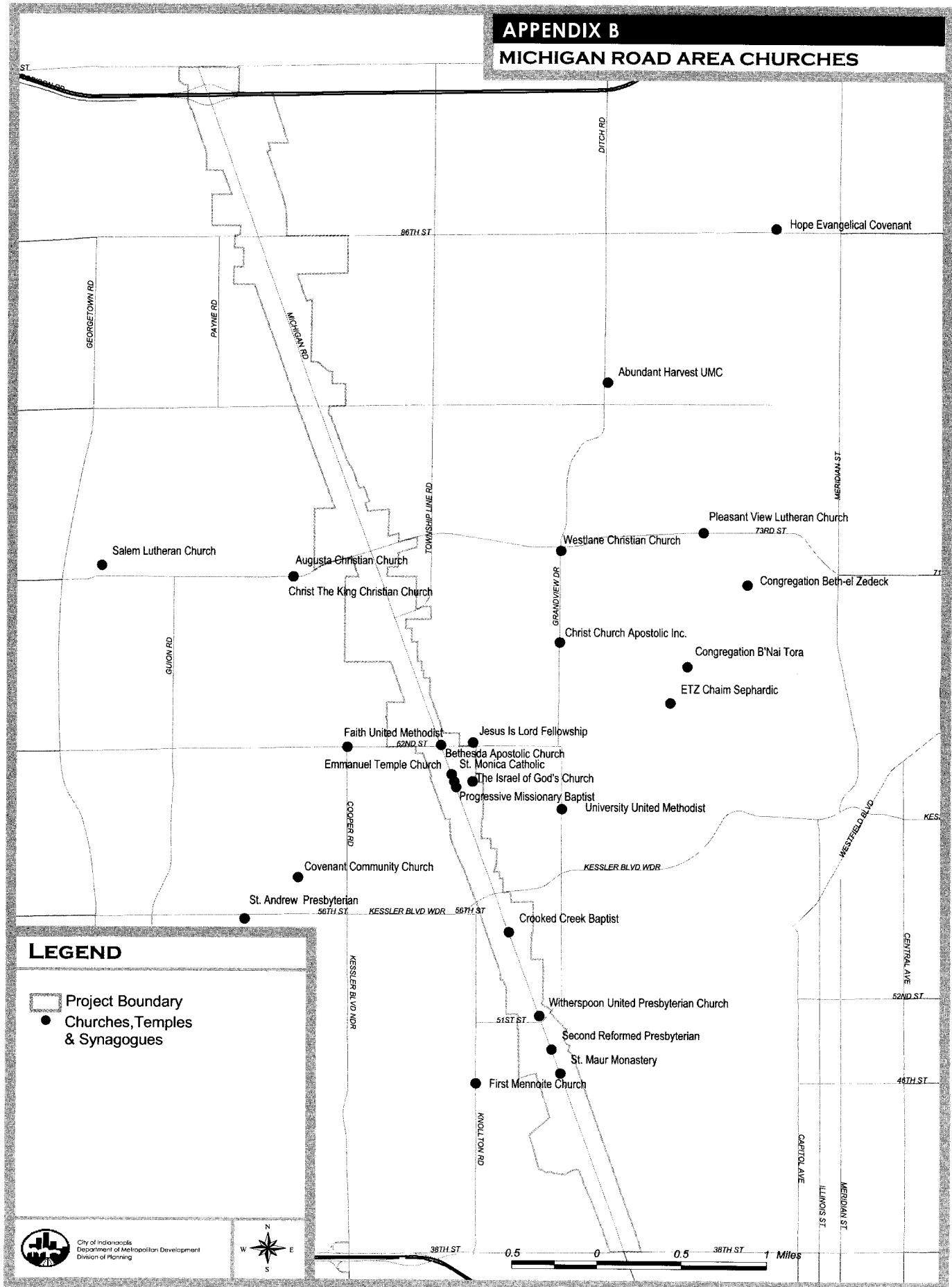
Eligibility Requirements: Applicants must provide documentation of tax-exempt status under Section 501(c)(3) of the IRS code. Grants not awarded to individuals; religious organizations for religious purposes; K-12 education; individual research projects; economic development programs; conferences, seminars, or symposia; travel; exhibits; special events; fund-raising events; publication of papers, books or magazines.

Type of Projects Funded: Health and Human Services; Public, Cultural, and Scientific Affairs; Education. Types of projects funded include construction of new facilities for the Boy Scouts in Munster, Indiana, and the Boys & Girls Clubs of Porter County, Valparaiso, Indiana; expansion and renovation of YWCA facilities; renovations and restoration of the Gary, Indiana, Aquatorium.

Other: USX Corporation is the parent of Marathon which operates out of Indianapolis. Application deadline for Public/Cultural/Scientific affairs is January 15th, Education is April 15th, and Health and Human Services is July 15th. Funds for both capital and operating expenses.

APPENDIX B

MICHIGAN ROAD AREA CHURCHES



Michigan Road Area Church Programs

APPENDIX B

Church/Temple Address	Clergy	Phone	Food Pantry	Clothing Give Away	Soup Kitchen	Youth Programs	Day Care	After School Care	Senior Programs	Adult Care	Outdoor Rec	Emerg. Assist.	Other/Notes
Abundant Harvest UMC 7840 Ditch Road	Rev. Larry Stewart	872-7190	No	No	No	Yes	No	No	No	No	Softball in the summer	Ltd. referrals	Hope to have after school care
Augusta Christian Church 3436 West 71st St	Rev. Linda Rosebrook	291-1150	No	No	No	Yes	No	No	Yes	No	No	No	Baseball for Adults
Baha'i Faith 62nd St (Property next to Augusta Elementary school)	Contact Person Sherry Zorbe	388-0366	No	No	No	Yes	No	No	No	No	Yes	Members only	Purchased property next to New Augusta Elementary School, will be building soon
Bethesda Apostolic Church 6205 Michigan Road	Eld. Jerry R. Brown	257-9284	Yes, USDA pantry	Yes	Yes	Yes	Yes	Yes up to 12 years old	Yes	No	Yes	Yes, will try to help	Beginning computer classes, Aerobic classes and Computer building class
Christ Church Apostolic Inc. 6601 N. Grandview Dr.	Bishop James Tyson	255-8761	Yes	Yes	No	Yes	Yes	Up to 5th grade	Yes	No	No	Part of other agencies	Working on outdoor recreation program for summer of 1998
Christ The King Christian Church 3436 West 71st St	Rev. Bryant	291-1150	No	No	No	Yes	No	No	No	No	Yes	Yes	Focus on Bldg. Church Services
Congregation Beth-El Zedeck 600 W. 70th St.	Rabbi Shlomo Crandall	253-3441	No	No	No	Yes	No	No	No	No	No	Members only	Youth adult community programs coming in a couple of months
Congregation B'Nai Tora 6510 Hoover Rd	Rabbi Dennis & Sandy Sasso	353-5253	No	No	No	Yes	Parents day out	No	Yes some are open to the public	No	No	No	Adult education programs some open to the public
Covenant Community Church 3737 N. Meridian, Suite 202	Rev. Landrum Shields	283-2383 Not open until 7/98	Yes	Yes	?	Yes	Parents day out	?	Yes	?	Yes	Yes	Not sure what will be offered

Michigan Road Area Church Programs

APPENDIX B

Church / Temple Address	Clergy	Phone	Food Pantry	Clothing Give Away	Soup Kitchen	Youth Programs	Day Care	After School Care	Senior Programs	Adult Care	Outdoor Rec.	Emerg. Assist.	Other / Notes
Crooked Creek Baptist 5540 N. Michigan Rd.	Dr. Michael Snow	251-7804	No	No	No	Yes open to public	Preschool	No	Yes, also for CCMSC	No	Yes, for CCMSC	Limited	Special programs in the summer
Emmanuel Temple Church 6138 N. Michigan Rd.	Elder Ira Smith	257-2895	Christmas only	No	No	Youth choir	No	No	No	No	No	No	
ETZ Chaim Sephardic 826 W. 64th St.	Rabbi Stafford	251-6220	No	Yes, LTD	No	No	No	No	No	No	No	No	They use the Jewish Community Center
Faith United Methodist 3096 W. 62nd St.	Pastor Mary J. Miller	253-1785	YES with CCMSC	Yes with CCMSC	No	No	Montessori Preschool	Yes	Day time Wed Bible School	No	No	Yes CCMSC	Host Church for the I.H.N. (Interfaith Hospitality Network)
First Mennonite Church 4601 Knollton Road	Pastor Ryan Ahlgrim	251-1980	Food Collection	Clothing exchange two times a year	No	Yes, members can bring friends	No	No	No	No	No	Members and friends of members	
Hope Evangelical Covenant 8615 Springmill Road	Rev. Dan Johnson	575-8161	Yes thru CCMSC	No	No	Yes, Sunday evening open to the public	No	No	No	No	No	Yes thru CCMSC	
Jesus Is Lord Fellowship 6225 Knollton Road	Pastor Jerone Darring	257-7180	Yes	Yes	No	Yes	No	No	No	No	Yes	Yes	New Outreach Center Planning to build this summer at church site
Pleasant View Lutheran Church 801 W. 73rd St.	Pastor Dr. Khlenberg	253-0872	Yes	No	No	Yes	No	No	Yes Church	No	No	Yes Church	
Progressive Missionary Baptist 6120 N. Michigan Road	Rev. Michael Jones	251-0754	Yes	Seasonal	No	Yes	No	No	No	Limited (Events)	No	No	Homework helped on Wednesday evenings 6:30 8:00pm
Salem Lutheran Church 4700 W. 72nd St.	Pastor Laurin G. Vance	291-5004	No	No	No	Members only	No	No	No	No	No	No	

Michigan Road Area Church Programs

APPENDIX B

Church / Temple - Address	Clergy	Phone	Food Pantry	Clothing Give Away	Soup Kitchen	Youth Programs	Day Care	After School Care	Senior Programs	Adult Care	Outdoor Rec.	Emerg. Assist.	Other / Notes
Second Reformed Presbyterian 4800 N. Michigan Rd.	Dr. Roy Blackwood	873-4775	No	No	No	Yes	No	No	No	No	Not a program	Yes	
St. Maur Monastery 4615 N. Michigan Road	Joy Albers, General Secretary	925-9095	No	No	No	No	No	No	No	No	Yes	No	They are a hospitality facility gardens, spots 50x30 fishing 20 acre lake bird watching
St. Monica Catholic 6131 N. Michigan Rd	Father Paul Koetter	253-2193	No	No	No	Members only	No	Yes	No	No	No	Limited	Plans to do outreach programs for kids
University United Methodist 5959 Grandview Dr.	Vacant Position	257-0237	No	No	No	Yes Summer time	Yes	No	No. Group within church	No	No	Referred to Sister Church	
Westlane Christian Church 7220 Grandview Dr.	Pastor Sutton	255-3346	No	No	No	Yes	No	No	No	No	No	Yes thru CCMSC	
Witherspoon Presbyterian 5136 N. Michigan Rd	Rev. Dr. Charles Marks	251-2297	Yes	Drives	No	Yes	No	No	Yes	No	No	Referral	

Design Guidelines

Compliance with the design guidelines will be required on: projects or changes which occur in the public right-of-way; projects on publicly owned land or on land conveyed by the City to a private owner in the public interest; and projects which receive tax abatement. Voluntary compliance is strongly encouraged on all private development.

These guidelines are intended to be advisory and should not be regarded as inflexible requirements. The developers are encouraged to formulate their overall concept in accordance with the design guidelines. Each development enhances and strengthens the others, and the overall benefit is greater than the sum of the parts. City staff is also encouraged to review the design guidelines when processing development applications within the study area.

Unless otherwise specified, the design guidelines are tailored for the residential, commercial, industrial, and institutional uses along the Michigan Road Corridor.

I. FRONTAGES & SETBACKS:

The sense of continuity is desirable, given the diversity of land uses on the Corridor. Existing developments vary in setback and orientation, fragmenting the streetscapes. For example the setbacks of existing single-family residences and older commercial establishments on the Corridor are 50± feet approximately. The setback of most of the recently developed commercial establishments and neighborhood shopping centers are over 200± feet.

These variations need to be drawn together into an overall streetscape concept with emphasis on continuity. To reinforce the image, identity, and continuity created by the walls of development on either side, basic streetscape improvements are required. The detailing of the public right-of-way and the front yards is critical to achieving this unified image. Streetscape elements such as tree plantings, lighting, and trail treatments can reinforce the unified image.

Continuous building facades is the most effective means of achieving continuity along Michigan Road; this would involve gradual amortization of the major gaps along Michigan Road Corridor for parking lots or deep setbacks.

Guidelines:

- *Buildings should occupy at least 50% of the Michigan Road Corridor frontage.*
- *The frontage buildings should not be setback greater than 50 feet from the proposed right-of-way. The smaller the setback, the more urban the street feels as the building facades are more closely associated with the street.*

II. TRANSIT-SUPPORTIVE DESIGN & LAND USE

Specific benefits of reconsidering the relationship between land use and transit include a more active and revitalized center of activity and identity for the Corridor; improved retail, service, housing, and employment opportunities, an improved pedestrian environment, reduced length and number of automobile trips; and improved air quality.

Guidelines:

- *Mix transit-compatible land uses on single sites and near transit stops.*
- *Encourage densities that support transit. Robert Cervero in a report prepared for Federal Transit Administration suggests the following generally agreed upon thresholds:*
 - Residential Densities:*
 - At least 7 units per acre to support bus services every 30 minutes; and at about 30 units per acre to support bus service every 10 minutes.*
 - Employment Densities:*
 - The threshold for employee-based local bus service is approximately 50-60 employees per acre when the total employment base is 10,000 or more; and*
 - Floor area ratio should exceed 2 to justify frequent service.*
- *Minimize the distance between a main building entrance and the nearest transit stop. Retail and office buildings should be located near the Corridor (i.e. setbacks should be minimized) with parking in the back or on the side.*
- *Connect neighborhoods to transit stops through pedestrian walkways/trails. A quarter mile is usually the maximum distance that a person will walk to a transit stop. Therefore transit stops and new development should be located at every one-quarter mile.*

III, TRAILS/WALKWAYS:

An inter-linked network of pedestrian walkways is a basic design feature in the creation of a vibrant and successful Corridor. The network will link housing, school, retail facilities, community buildings, jobs, recreational fields, open spaces, and bus stops to one another. Along local streets that intersect Michigan Road and carry very low vehicular volume, the road's edge may act as the pedestrian way.

Guidelines:

- *All trails shall be a minimum width of 6 feet wide and constructed of asphalt material. Other more durable materials such as brick, concrete, colored concrete pavers or a combination of those materials are encouraged. All trails shall be adequately and appropriately lit.*
- *Trails shall promote pedestrian activity and shall be separate and distinct from motor vehicle circulation to the greatest extent possible, and provide a pleasant environment. The trails shall include gathering/sitting areas, provide benches, landscaping, and other street furniture, wherever appropriate trail width would permit. A minimum of 8'-0" wide planted buffer area should be provided between the pavement and the trail.*
- *The trails must be continuous. Continuity of trail edges is created by the placement of trees, the width of the parkway, the treatment of building facades, and the treatment of public- and semi-public edges. The edge continuity can be destroyed by open edged parking lots, blank walls, and treeless expanse of walkways.*
- *Pedestrian trail crossings shall be clearly delineated by a change in pavement color, texture, or material. A pavement change indicates drivers must yield the road to pedestrians. Handicapped access must be provided using depressed curbing at all crosswalks.*

IV. STREET FURNITURE & OTHER AMENITIES:

Pedestrian amenities will increase the positive experience of living, shopping, working, walking, and driving on the Corridor. Pedestrian amenities such as benches at bus stops and in retail areas, information kiosks, public art, bicycle storage facilities, potted plantings, and knee level walls for sitting create a more interesting experience and can provide resting places.

Guidelines:

- *Benches should be provided at bus stops and in retail areas.*
- *Trash receptacles shall be required in all pedestrian sitting areas.*
- *Bus stops should be integrated into the design of core commercial areas. The location must be central for the majority of the walking patrons. The bus stop designer must consider providing a covered and comfortable place to sit, newspaper and bicycle racks, a trash receptacle, a clock, a telephone, and a bulletin board.*

V. LIGHTING:

Lighting provides security, safety, and visual appeal. The primary function of lighting is to aid security and safety at night, and this is achieved by installing lighting that is intense and bright. However, the daytime look of the fixtures and the color of the light should be the primary appearance considerations in lighting selection.

Guidelines:

- *The use of decorative lighting, which compliments the architecture of the building is encouraged.*
- *Parking lots should be lit brightly enough to preserve safety while avoiding glare, hot spots, or spill lights through residential windows.*
- *The size and scale of the light poles and luminaries should complement the site, building scale, color, and theme.*

VI. PARKING LOTS:

One of the major objections to a parking lot is that its bulk dominates the site because it is so much larger than the human scale. To reduce the apparent size of parking lots, landscaping and screening elements can be used to break the larger areas into smaller sections. Another effective tool is to break the long, linear rows of parked automobiles in a way that varies the circulation pattern and seemingly creates many smaller lots within the parking area.

Guidelines:

- Off street parking areas in the required front yard setback should be discouraged. Whenever feasible, off street parking areas should be located to the rear of the buildings, and appropriately landscaped, buffered, and screened.
- Parking lots should be divided into small sections of approximately 20 to 25 automobiles.
- Parking lot layout, landscaping, buffering, and screening shall prevent direct views of parked vehicles from streets and walkways; and avoid spill-over light, glare, noise, or exhaust fumes onto adjacent properties.
- The parking lot layout shall take into consideration pedestrian circulation – pedestrian crosswalks shall be provided, where necessary and appropriate, shall be distinguished by textured paving, and shall be integrated into the wider network of pedestrian walkways/trails.
- The Commercial and Industrial Zoning Ordinances (C & IZO) requires all front and transitional yards to be landscaped with grass, shrubbery, trees, hedge, ground cover, or a combination thereof. All parking lots must be screened from the street with fencing, hedging, or knee-high walls.
- The interior of the parking lot must be landscaped to provide shade and visual relief. Planting strips or islands with a minimum width of six feet provide good planting beds that visually break up the vast expanses of paved surfaces into smaller increments. This size can contain a great variety of trees and shrubs.
- Refer the C & IZO for additional landscaping regulations for parking lots.

VII. SIGNS:

All signs have to comply with the Sign Regulations of Marion County, Indiana. However, the ordinance cannot satisfactorily legislate aesthetics and design quality, as individual opinions about what is tasteful and appropriate vary from person to person. However, it is widely recognized that one of the most readily apparent aspect of the Corridor is signage. Since signs are intended to be highly visible and attract attention, they often produce a lasting impression on visitors, and provide an indication of the commercial health of the business corridor. The guidelines presented compliment the existing Sign Regulations and are intended to provide basic information on the different elements of sign design, and to encourage innovation and creativity in sign design. The guidelines are meant to be flexible, and each developer is encouraged to develop for their own projects, signs which are innovative, yet reflect the unique character, architecture, or heritage of the area.

Guidelines:

- **Sign Types:** The choice of sign types depends upon the surroundings and the attention one desires to attract. For example: free standing signs are best used in situations where there is a large setback from the street; or attention of fast moving automobile drivers is desired; or where there are several uses in one building or complex. Projecting, wall, and ground signs are best used where the attention of people in slower moving automobiles or pedestrians is desired. Encourage free-standing signs to be shorter in height. Encourage the location of wall signs, awnings, and canopies at a lower height conducive to pedestrians. Discourage the excessive covering of window signs.
- **Simplicity:** The common problem on the Corridor is the overabundance of signs that are excessively large, which creates a visually chaotic situation in which no one gains an advantage – the competitive signs tend to be counterproductive in an unsuccessful bid to catch the buyer's eye. Simplicity is key factor to good design and readability. An effectively designed sign utilizes restraint by using fewer bold and easily recognizable letters and symbols.
- **Color & Illumination:** Sign messages on a dark background with contrasting letters is sharper and easier to read and also limits the light emanating from an internally illuminate sign face.
- **Size & Material:** Legibility depends more upon the color and type of lettering and not the actual size of the signs. The size of the sign must always be kept in scale with the viewer's location and speed. The wall and projecting signs should be in scale with the building, and should never cover the architectural details. Sign material should be durable and weatherproof. A quality sign saves money over the long term by reducing replacement cost.

VIII. LANDSCAPE TREATMENT:

- A. Trees:** Trees provide relief from the climate, a visual break from the hard surfaced areas, a softening of the streetscape, and an economic value to the private property. Street trees can also reduce the visual scale of the street, encourage slower traffic, and improve pedestrian environment.

Guidelines:

- Preserve the existing trees to the greatest extent possible.
- Street trees should be planted on both sides of Michigan Road in the area between the pavement and the right-of-way line.
- Use street trees which create a desirable image and become a design element of the streetscape. Use trees of a similar species to provide consistency along the Corridor.
- Plant street trees with their lowest branches at least 6' off the ground, and at least 2" to 2½" caliper at time of planting to ensure early maturity and survival in urban conditions.

- When dead or damaged trees are removed, they should be replaced on a one-for-one basis in the general vicinity during the same or the next planting season.
- Use of a consistent tree form provides an identifiable continuity along the corridor. It visually ties a diverse corridor together and begins to establish an identity for the area. The plants on the list are hardy and easily grown in a variety of conditions. Most of these plants are ones that would grow naturally in the Michigan Road area. A limited palette of 2-3 overstory trees and 2-3 understory trees would provide consistency along the Corridor and help create an image for the corridor. Trees that might be considered for the plant palette are:

Botanical Name Common Name	Height	Width	Flower color	Fall color	Comments
Acer saccharum 'Green Mountain' Green Mountain Sugar Maple	55'	40'-50'		Orange-scarlet	Smaller, hardier, and more pollution tolerant than other Sugar Maples.
Amelanchier Serviceberry	20'	15' - 20'	White	Orange	Also known as Juneberry, native species.
Cercis canadensis Redbud	15'	15' - 20'	Pink	Yellow	Native species.
Malus 'Harvest Gold' Harvest Gold Crabapple	20'	18'	White		Tiny gold fruits
Quercus rubra Red Oak	70'	50'		Red	Easily transplanted, native species.
Tilia x euchlora Redmond Linden	50'	35'		Yellow	Hardy, tough and adaptable

- The larger, overstory trees (maple, oak, linden) are recommended for all sites that are not impacted by overhead wires or other impediments to their growth. Where there is not room for the overstory trees, substitute with the smaller, understory trees (serviceberry, redbud, crabapple). The preference for overstory trees is because their greater size make a greater impact both visually and physically. Overstory trees also tend to be longer lived.
- B. Buffers and Screens:** This type of landscaping adds character and visual amenity to the Corridor. The plantings could also be used to manifest the visual continuity of the Corridor, separate trails and paved surfaces, enhance the entrances, or screen undesirable views.

Guidelines:

- Landscaped buffers or screens should be a minimum of 10 feet in width, and should include a combination of trees, shrubs, and ground cover. These planting areas should be designed in such a way that they do not obstruct view of the building or prevent surveillance.
- Where the intention is to hide undesirable views in areas such as service yards, loading and unloading areas, automobile repair lots, etc., the landscaped buffer or screen shall contain shrubs planted no more than 2'-6" on center, with a minimum height of 2'-6" at time of planting, but which will attain a minimum mature height of 5'-0".
- Landscaped areas should be planted at a sufficient setback distance from the paved surfaces to protect the plantings from damage by automobiles.
- When dead or damaged plantings are removed, they should be replaced on a one-for-one basis in the general vicinity during the same or the next planting season.

Design Checklist

The checklist is intended as a summary of the issues highlighted in the guidelines. The purpose of the checklist is to serve as a tool for city staff and the community in reviewing a development petition. The checklist is intended to be suggestive and not a mandatory regulatory device or a substitute for the different Zoning Ordinances.

Mark all items that are applicable, and then review if the proposal complies with each applicable item.

Name of the Project: _____

Location: _____

Date: _____

1 Superior
2 Acceptable
3 Revisions needed
4 Not applicable

I. Frontages & Setback

Reinforce existing site and street characteristics.
Discourages parking in the front yard.

1 2 3 4
☐ ☐ ☐ ☐
☐ ☐ ☐ ☐

Comments

II. Transit Supportive Design & Land Use

Integrates transit-friendly features (e.g.: bus shelter, bike racks)
Improves physical pedestrian connection along streets
& between the street walkways and buildings

☐ ☐ ☐ ☐
☐ ☐ ☐ ☐

III. Trails/Walkways

Provide safe & pleasant environment for walking.
Provide convenient, attractive, & protected pedestrian entry.
Avoid blank building walls.

☐ ☐ ☐ ☐
☐ ☐ ☐ ☐
☐ ☐ ☐ ☐

IV. Street Furniture & Amenities

Screen dumpsters, utility, & service areas.
Provision of public amenities (bus shelters, benches,
information kiosks, public art, bicycle storage facilities).

☐ ☐ ☐ ☐
☐ ☐ ☐ ☐

V. Lighting

Scale, size, & design of the light fixtures compliments the
site and the building.

☐ ☐ ☐ ☐

VI. Parking Lots

Minimize visual & physical intrusion of parking on
pedestrian activity.
Parking lot divided into smaller sections of 20-25 automobiles.
Landscaping, buffering, and screening.

☐ ☐ ☐ ☐
☐ ☐ ☐ ☐
☐ ☐ ☐ ☐

VII. Signs

Sign compliments building and details.
Contrasting letters on a dark background.

☐ ☐ ☐ ☐
☐ ☐ ☐ ☐

VIII. Landscaping

Reinforce existing landscape character of the Corridor.
Landscaping enhances the building & site.

☐ ☐ ☐ ☐
☐ ☐ ☐ ☐

Total ☐ ☐ ☐ ☐

APPENDIX D

List of Historic Properties:

Taken from Pike and Lawrence Townships, Marion County Interim Report. To date, an inventory list is not available for Washington Township (38th St. north to approximately 62nd Street along the Michigan Rd. corridor).

Explanation of Ratings:

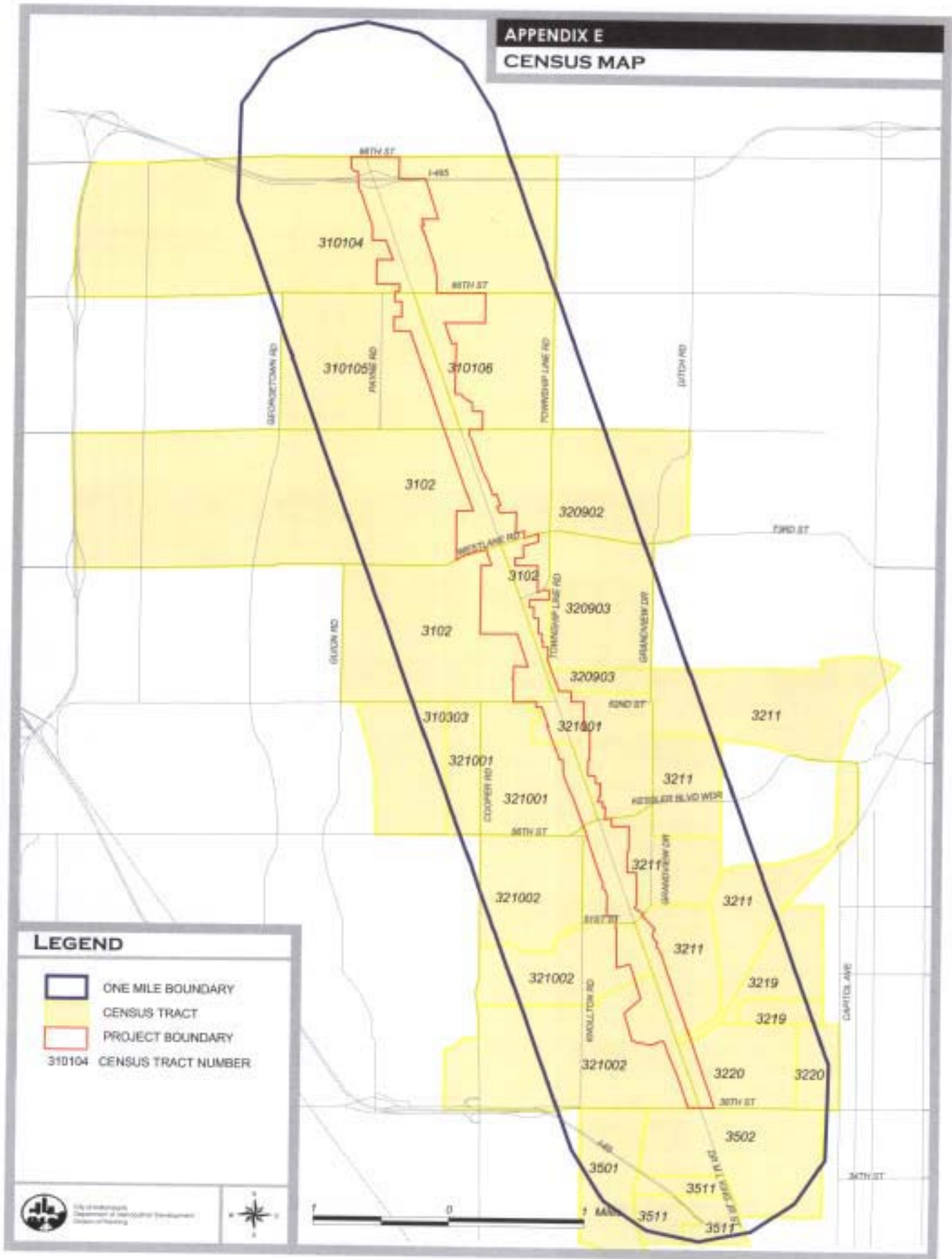
Outstanding: A property has enough historic or architectural significance that is already listed, or should be considered for individual listing, in the National Register of Historic Places. "Outstanding" resources can be of local, state, or national importance.

Notable: A property did not quite merit an "Outstanding" rating, but still is above average in its importance. Further research or investigation may reveal that the property could be eligible for National Register listing. The property may be eligible for the Indiana Register of Historic Sites and Structures.

Contributing: A property meets the basic inventory criterion of being pre-1940, but are not important enough to stand on their own as individually "Outstanding" or "Notable". Such resources are important to the density of continuity of the area's historic fabric. "Contributing" properties can be listed in the National Register of Historic Places if they are a part of a historic district, but would not usually qualify individually.

Land Use Type	Address	Style	Construction Date	Ratings	Reference
House	7724 Walnut St.	Bungalow	c.1925	Architecture - Contributing	#035, pg. 85
Cemetery	Walnut St.	Exploration/ Settlement	c.1840-1959	Contributing	#036, pg. 85
House	7507 N. Michigan Rd.	Dutch Colonial Revival	c.1910	Architecture - Contributing	#037, pg. 85
House	7601 N. Michigan Rd.	End-gable	c.1890	Architecture - Contributing	#038, pg. 85
House	7625 N. Michigan Rd.	T-plan	c.1890	Architecture - Contributing	#039, pg. 85
House	7717 N. Michigan Rd.	Salt box	c.1890	Architecture - Contributing	#040, pg. 85
Boardman House	7718 N. Michigan Rd.	I-House / Federal	c.1834	Architecture - Outstanding	#041, pg. 85
House	7714 N. Michigan Rd.	Gable-front	c.1910	Architecture - Outstanding	#042, pg. 85
House	7710 N. Michigan Rd.	Gabled-ell	c.1890	Architecture - Contributing	#043, pg. 85
House	7550 N. Michigan Rd.	Vernacular	c.1900-1930	Architecture - Contributing	#044, pg. 85
House	7506 N. Michigan Rd.	Gabled-ell	c.1890	Architecture - Contributing	#045, pg. 85
House	3333 Highland	Bungalow	c.1910	Architecture - Contributing	#049, pg. 85
DeLong/Aspey House	8150 N. Michigan Rd.	Greek Revival	c.1830	Architecture - Outstanding	#033, pg. 83
Power Farm	7929 N. Michigan Rd.	Italianate	c.1870	Architecture - Noteworthy	#034, pg. 83
Aston Inn	6620 N. Michigan Rd.	I-House / Greek Revival	1852	Architecture - Outstanding	#097, pg. 97
House	6440 N. Michigan Rd.	American Four-Square	c.1910	Architecture - Noteworthy	#97, pg. 98
House	6401 N. Michigan Rd.	Dutch Colonial Revival	c.1925	Architecture - contributing	#97, pg. 98
Tall-Kennedy House	6358 N. Michigan Rd.	I-house	C.1840	Architecture Transportation Outstanding	#100, pg. 98
House	6415 N. Michigan Rd.	Dutch Colonial Revival	c.1910	Architecture - Contributing	#101, pg. 98

APPENDIX E CENSUS MAP



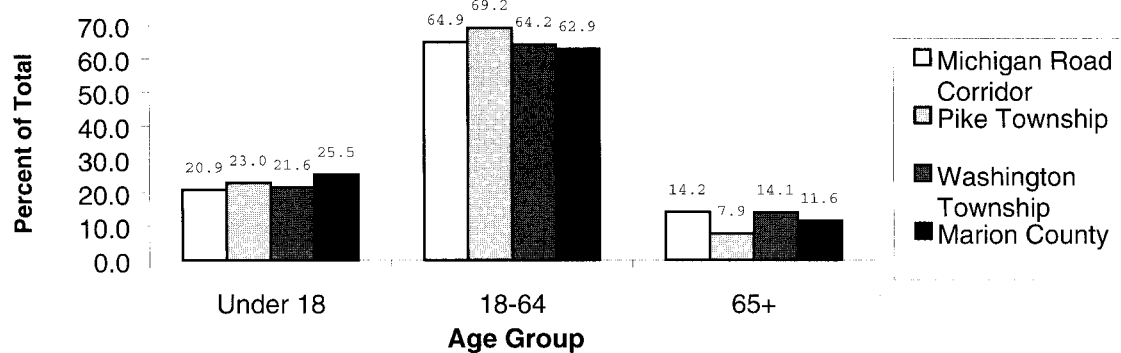
Census Information

1990 Tract	Block Group	Population	Housing Units	Owner Occupied	Renter Occupied
	Total	33,208	14,865	7,978	5,892
310104	2	3,223	1,932	1,035	747
310105	1	3,222	1,341	759	538
310106	1	3,171	2,127	353	1,555
310200	1	1,331	480	432	38
310200	2	735	466	63	403
310200	9	257	87	80	7
310303	1	652	259	237	22
320903	6	3,718	1,685	431	1,067
320903	7	498	167	143	24
321001	1	1,600	644	491	129
321001	2	803	311	252	47
321001	3	657	220	181	29
321002	5	559	197	197	0
321002	6	1,094	374	352	17
321002	8	1,598	793	583	171
321100	3	772	351	278	61
321100	4	133	52	52	0
321100	5	879	446	164	239
321100	6	430	165	158	7
321900	4	1,571	348	266	58
321900	5	1,437	279	210	69
322000	2	1,852	822	514	230
322000	3	1,136	508	280	194
350200	1	453	207	121	70
351100	1	799	330	165	116
351100	3	628	274	181	54

Age Distribution

	Michigan Road Corridor		Pike Township		Washington Township		Marion County	
Age	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 18	6,933	20.9%	10,383	23.0%	28,981	21.6%	203,185	25.5%
18-64	21,553	64.9%	31,264	69.2%	86,063	64.2%	501,153	62.9%
65+	4,722	14.2%	3,557	7.9%	18,925	14.1%	92,821	11.6%
Total	33,208	100.0%	45,204	100.0%	133,969	100.0%	797,159	100.0%

Age Structure



Racial Composition

Michigan Road Corridor			Pike Township		Washington Township		Marion County	
Race	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White	19,922	60.0%	34,965	77.3%	98,084	73.2%	615,039	77.2%
Black	12,817	38.6%	8,903	19.7%	33,848	25.3%	169,654	21.3%
American Indian, Eskimo, or Aleut	94	0.3%	84	0.2%	197	0.1%	1,698	0.2%
Asian or Pacific Islander	294	0.9%	1,012	2.2%	1,368	1.0%	7,579	1.0%
Others	81	0.2%	240	0.5%	472	0.4%	3,189	0.4%
Total	33,208	100.0%	45,204	100.0%	133,969	100.0%	797,159	100.0%

Educational Attainment

Universe: Persons Age 25 Years & Older

Michigan Road Corridor			Pike Township		Washington Township		Marion County	
Educational Attainment	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than 9th Grade	336	2.6%	728	2.4%	2,675	2.9%	35,047	6.9%
9th to 12th Grade, No Diploma	772	5.9%	1,888	6.4%	6,964	7.6%	83,553	16.3%
High School Graduate	2,657	20.3%	6,759	22.7%	18,932	20.7%	158,958	31.1%
Some College, No Degree	2,683	20.5%	6,566	22.1%	19,654	21.5%	97,003	19.0%
Associate Degree	949	7.3%	2,229	7.5%	4,911	5.4%	27,131	5.3%
Bachelor's Degree	3,526	27.0%	7,488	25.2%	23,456	25.6%	70,315	13.8%
Graduate or Professional Degree	2,143	16.4%	4,072	13.7%	14,921	16.3%	39,302	7.7%
Total	13,066	100.0%	29,730	100.0%	91,513	100.0%	511,309	100.0%

Tenure

Universe: Occupied Housing Units

Michigan Road Corridor			Washington Township		Pike Township		Marion County	
Tenure	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Owner Occupied	7,978	57.5%	32,796	56.6%	9,645	47.5%	182,039	57.0%
Renter Occupied	5,892	42.5%	25,169	43.4%	10,677	52.5%	137,432	43.0%
Total	13,870	100.0%	57,965	100.0%	20,322	100.0%	319,471	100.0%

Note: Numbers may differ because of the weighting process.

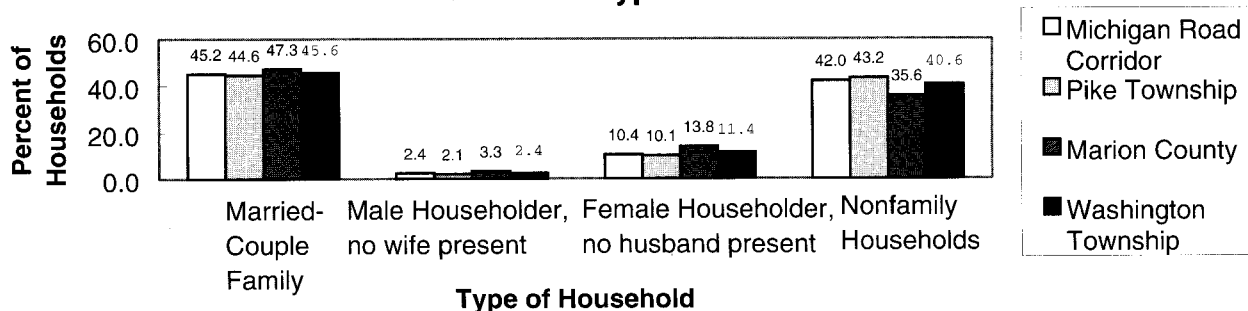
Household Composition

Universe: Households

	Michigan Road Corridor		Pike Township		Washington Township		Marion County	
Household	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Married-couple family	6,247	45.2%	9,066	44.6%	26,428	45.6%	150,965	47.3%
Male householder, no wife present	338	2.4%	430	2.1%	1,405	2.4%	10,455	3.3%
Female householder, no husband present	1,438	10.4%	2,049	10.1%	6,582	11.4%	44,232	13.8%
Nonfamily households	5,800	42.0%	8,777	43.2%	23,550	40.6%	113,819	35.6%
Total	13,823	100.0%	20,322	100.0%	57,965	100.0%	319,471	100.0%

Note: Numbers may differ because of the weighting process.

Household Type in 1990



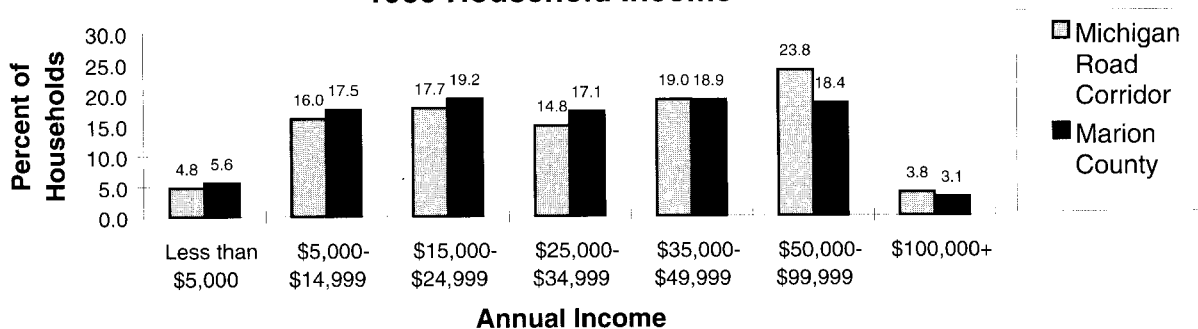
Income Distribution

Universe: Households

	Michigan Road Corridor		Pike Township		Washington Township		Marion County	
Income	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Households								
Less than \$5,000	661	4.8%	679	3.3%	2,107	3.6%	17,962	5.6%
\$5,000-\$14,999	2,212	16.0%	2,299	11.3%	7,585	13.1%	55,974	17.5%
\$15,000-\$24,999	2,448	17.7%	3,486	17.1%	9,592	16.5%	61,550	19.2%
\$25,000-\$34,999	2,048	14.8%	3,384	16.6%	9,554	16.5%	54,820	17.1%
\$35,000-\$49,999	2,629	19.0%	4,433	21.8%	11,045	19.0%	60,571	18.9%
\$50,000-\$99,999	3,295	23.8%	4,825	23.7%	13,691	23.6%	58,928	18.4%
\$100,000+	530	3.8%	1,224	6.0%	4,471	7.7%	10,016	3.1%
Subtotal	13,823	100.0%	20,330	100.0%	58,045	100.0%	319,821	100.0%
Average	40,650		44,942		47,708		36,135	
% below Poverty	9.1%		5.5%		7.4%		12.1%	

Note: Numbers may differ because of the weighting process.

1989 Household Income

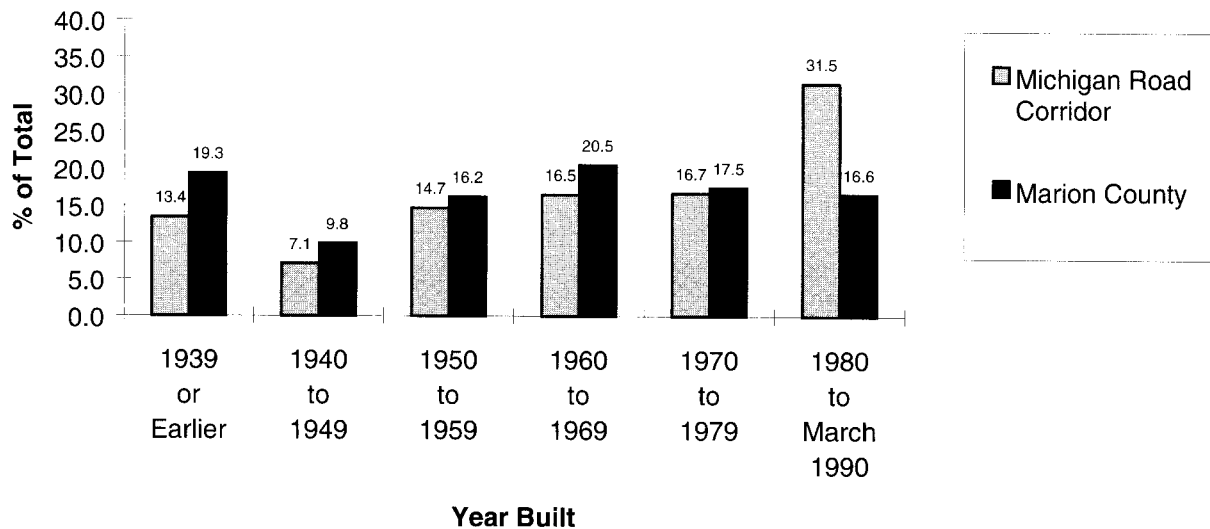


Age of Housing

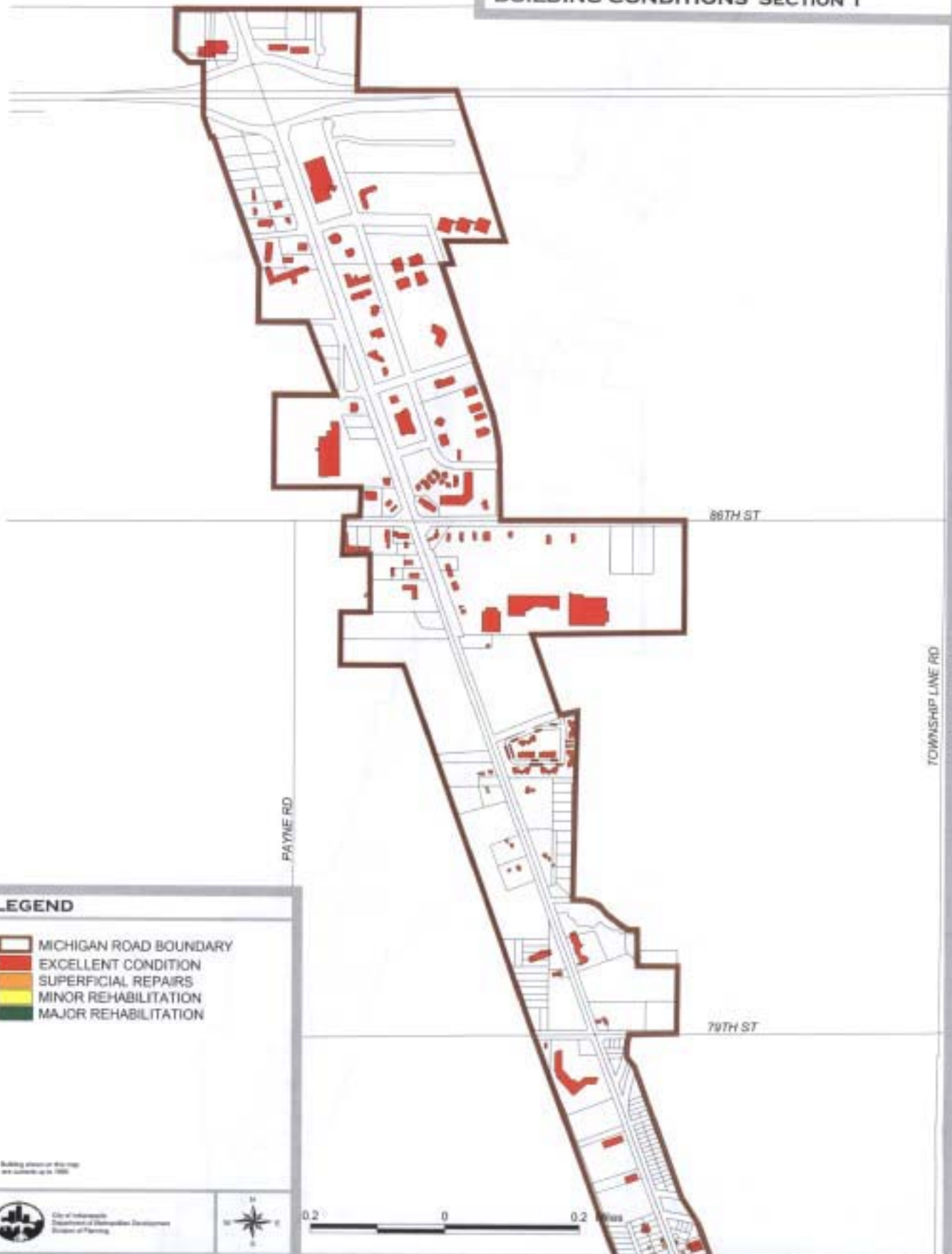
Universe: Housing Units

	Michigan Road Corridor		Pike Township		Washington Township		Marion County	
Age of Housing	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1939 or Earlier	1,998	13.4%	323	49.3%	9,885	49.3%	67,574	19.3%
1940 to 1949	1,057	7.1%	209	17.7%	6,375	17.7%	34,407	9.8%
1950 to 1959	2,186	14.7%	1,129	14.7%	11,936	14.7%	56,730	16.2%
1960 to 1969	2,456	16.5%	2,867	11.0%	13,624	11.0%	71,573	20.5%
1970 to 1979	2,489	16.7%	6,131	3.7%	11,506	3.7%	61,117	17.5%
1980 to March 1990	4,679	31.5%	11,298	51.5%	9,581	15.2%	58,002	16.6%
Total	14,865	100.0%	21,957	100.0%	62,907	100.0%	349,403	100.0%

Age of Housing



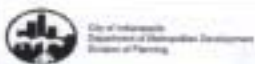
APPENDIX F **BUILDING CONDITIONS SECTION 1**



LEGEND

- MICHIGAN ROAD BOUNDARY
- EXCELLENT CONDITION
- SUPERFICIAL REPAIRS
- MINOR REHABILITATION
- MAJOR REHABILITATION

* Building shown on this map are located up to 1990.



0.2 0 0.2 Miles

BUILDING CONDITIONS SECTION 2

LEGEND

- MICHIGAN ROAD BOUNDARY
- EXCELLENT CONDITION
- SUPERFICIAL REPAIRS
- MINOR REHABILITATION
- MAJOR REHABILITATION

Building shown on this map are intended to be representative only.

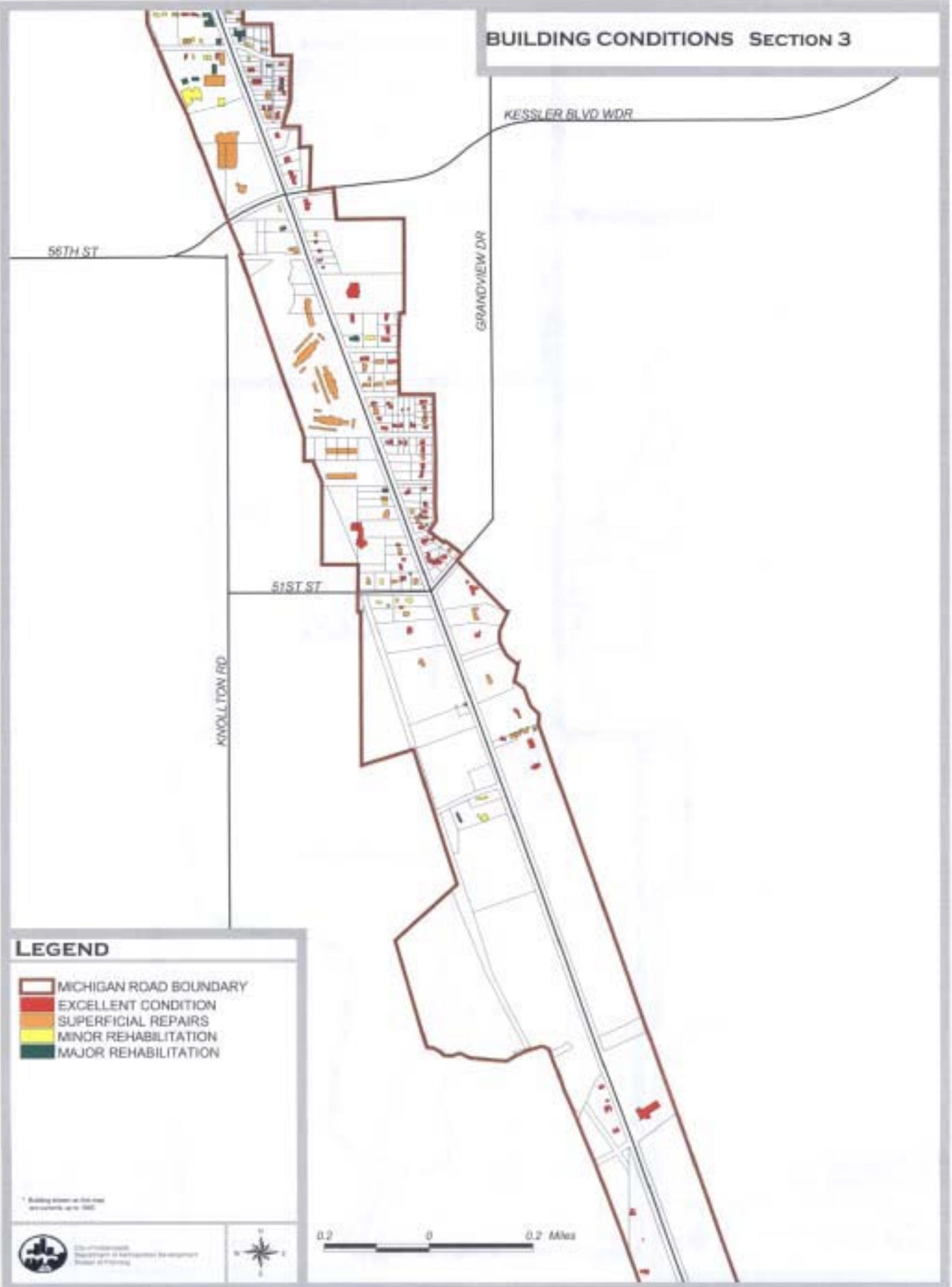


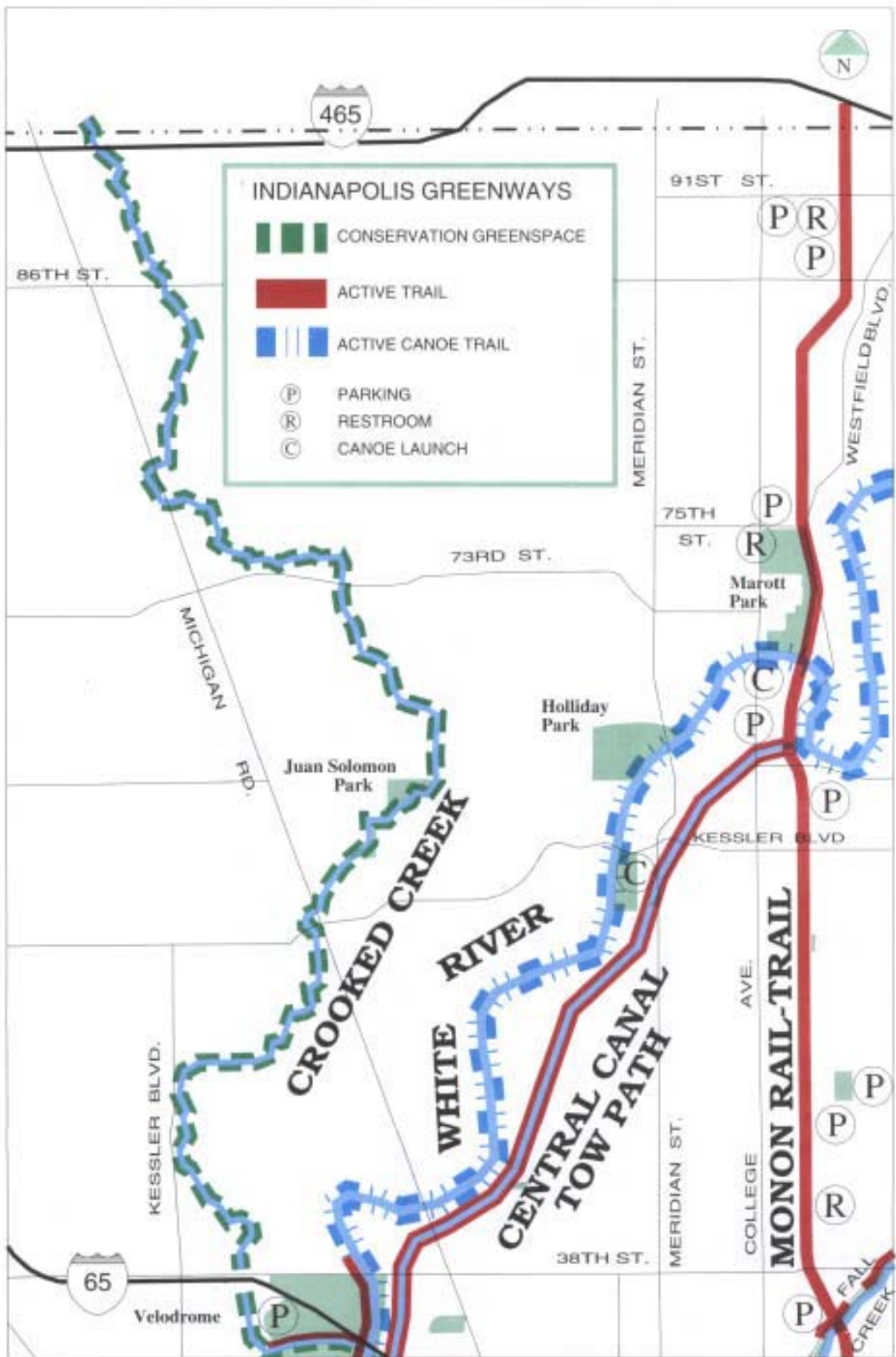
City of Ann Arbor
Department of Transportation
Division of Planning



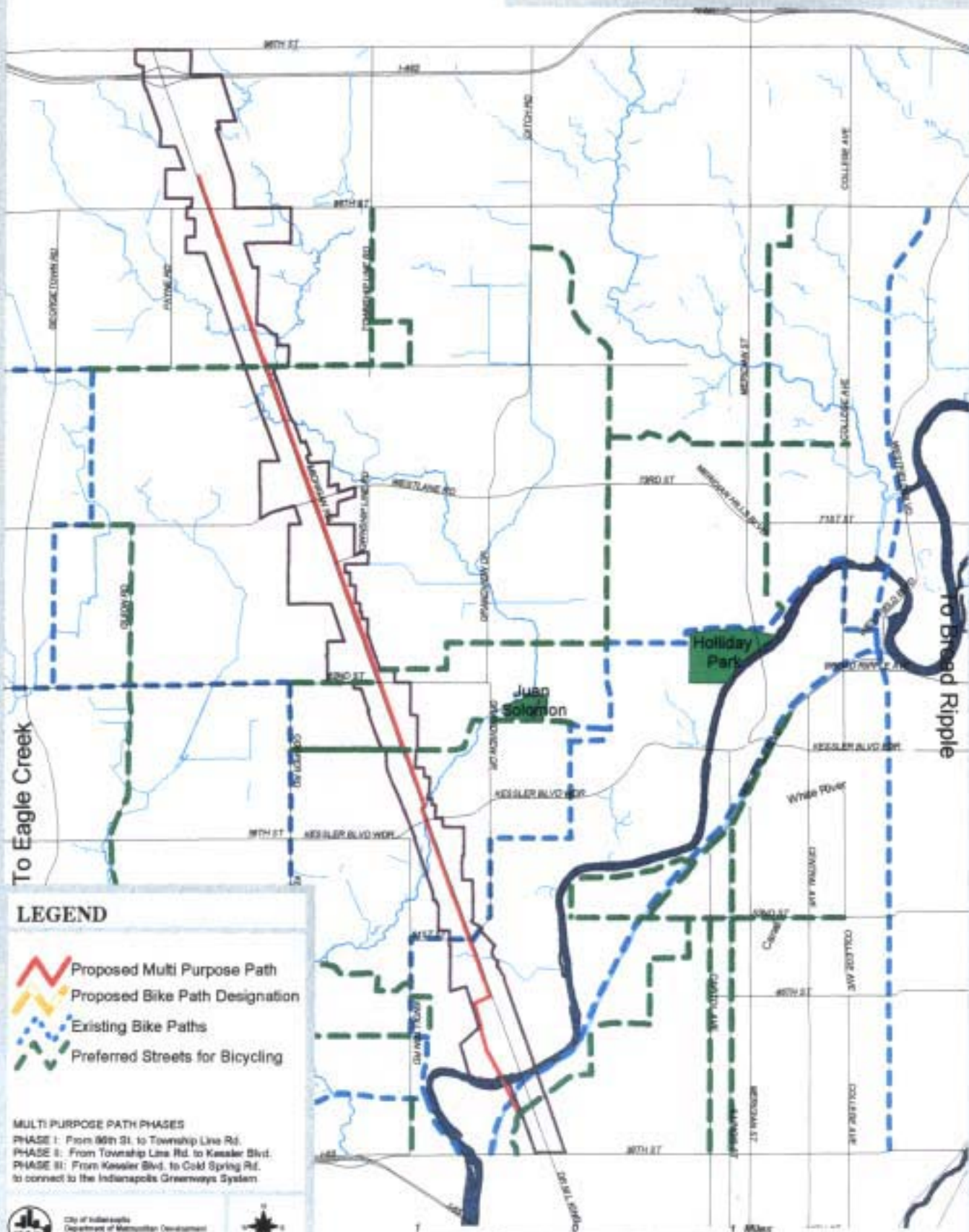
0.2 0 0.2 Miles

BUILDING CONDITIONS SECTION 3





PROPOSED TRAIL SYSTEM



TRAFFIC COUNTS MAP



FREEWAYS
 PRIMARY ARTERIALS
 SECONDARY ARTERIALS
 TRAFFIC COUNTS

EXISTING

PROPOSED

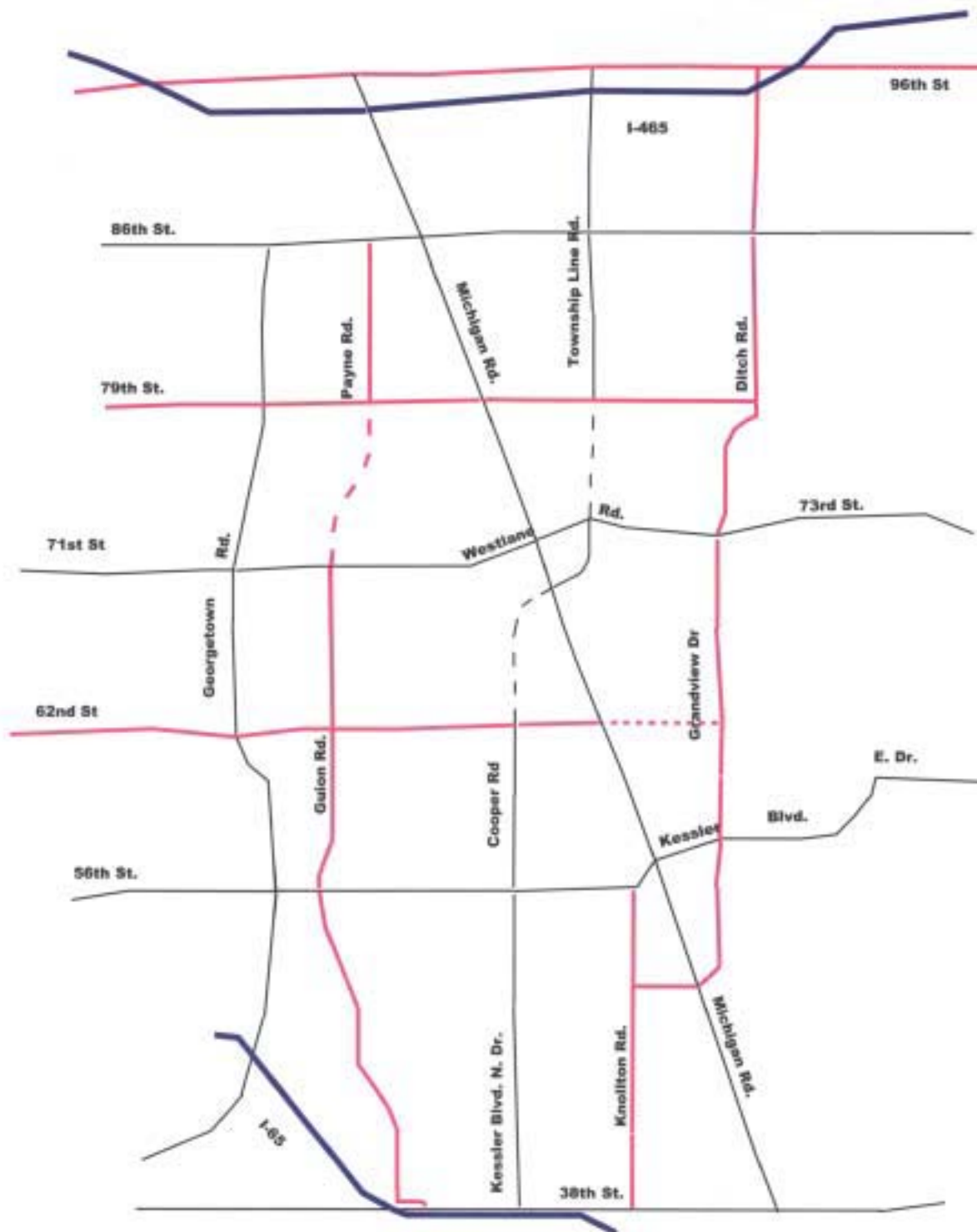
00,000-00



City of Indianapolis
Department of Information Management
Green Office



TRANSPORTATION MAP THOROUGHFARE PLAN MICHIGAN ROAD



FREEWAYS
EXPRESSWAYS
PRIMARY
SECONDARY

EXISTING



PROPOSED



City of Indianapolis
Department of Metropolitan Development
Division of Planning



APPENDIX G

Directory for Reporting Violations/Complaints

To report violations or request information please contact the following City Department(s) or Agencies:

Mayor's Action Center	327-4622
Code Compliance (DMD)	327-8400
Public Works Customer Service	327-1700
Marion County Sheriff's Office	231-8201
Environmental Resource Management	327-2234
Marion County Health Department	541-2150
Keep Indianapolis Beautiful	264-7555

Abandoned Vehicles

Call Mayor's Action Center (MAC) at 327-4MAC (327-4622) to report abandoned vehicles

If the vehicle is on a street, alley or vacant lot, it will be tagged and the owner will be given written notice to move the vehicle. If it is not moved, the vehicle will be towed.

If the vehicle is at a business or on a parking lot and has been there for at least 48 hours, the business or parking lot can sign the liability form provided by the wrecker driver and the vehicle will be towed.

If the vehicle is on a private residence and the property owner has reported the abandoned vehicle, the property owner will be provided with a liability form to sign. Once the form is signed, arrangements will be made to remove the vehicle. If someone other than the owner has reported the vehicle, the vehicle will be tagged and the owner will be given written notice to remove the vehicle. If it is not moved, the vehicle will be towed.

Building Contractors or Construction Companies:

Builders Association of Greater Indianapolis (BAGI) offers a builders referral service and provides for customer complaint procedures involving member building contractors and construction companies who build or remodel homes. For more information contact BAGI at 236-6330.

Chuckholes

Call 327-4MAC (327-4622) to report chuckholes on City streets. When calling, please indicate the address of the chuckhole, the direction of travel (N, S, E or W) and the specific lane (outside, middle, inside) of the chuckhole, so the crews can quickly find and repair the chuckhole.

Dead Animal Removal from Right of Way

If the dead animal is on the highway, call 356-2411 to report it to the State Highway Department. To report other locations, call 327-4MAC (327-4622), or use the MAC online form <<http://www.ci.indianapolis.in.us/mac>>. If the dead animal is on private property, it must be moved by the citizen to the curb or street in order to be picked up by the City.

Drainage Problems and Sewer Back-ups

In case of an emergency, call 327-4MAC (327-4622) and Press 2 to report sewer back-ups.

The Customer Service Section of Public Works will determine if the problem is the City's responsibility or the resident's. If it is a problem with the lateral (the sewer line running from the street to the house), it is the resident's responsibility. If the back-up is caused by the sewer main, the City will work to correct the problem. Residents in areas prone to frequent sewer back-ups are encouraged to install a check valve to prevent basement flooding. Contractors can provide details on installing check valves.

Illegal Dumping

Call 327-4MAC (327-4622) or use the MAC online form <<http://www.ci.indianapolis.in.us/mac>> to report illegal dumping in the public right of way.

Occupied Housing Violations

Call Marion County Health Department at 541-2150 to report exterior/interior problems (structural, plumbing, heating, electrical, etc.) on occupied structures. Property owners could be cited for ordinance violations and required to repair the problems, or legal action could be implemented.

Private Septic and Well Safety Concerns

Call Marion County Health Department, Septic, Well, and Pump team, at 541-2175, for a free well testing for a variety of potential contaminants, and information on sewer extension projects.

Sanitation

Call Marion County Health Department at 541-2150 to report sanitation violation such as trash, junk, debris, animal manure, weeds and abandoned vehicles. Property owners and/or tenants could be cited for ordinance violations and if the violation is not resolved, the Health Department will pursue legal action against responsible party.

Sidewalks/Curbs

Call DPW at 327-1700, to report damaged sidewalks and curbs. City staff will evaluate the severity of the damage and assign condition ratings which will be used as a factor in developing future improvement programs.

Street Maintenance

To report street damage, call 327-4MAC (327-4622) and Press 1. The city will inspect to determine the required action. If minor repairs are required, the Street Maintenance Section of Public Works will schedule the street for corrective repairs. If the street needs to be resurfaced or reconstructed, the Department of Capital Asset Management will evaluate the street for possible inclusion in a future program.

Street Signs

Call 327-4MAC (327-4622) and Press 1 to report missing street signs.

Traffic Signals and Signs

In case of an emergency, call 327-4MAC (327-4622) and Press 1 to report traffic signal problems or missing signs. "Blackouts", where the whole signal is not working, will be sent to the Traffic Signal Technicians for immediate repair.

Trees

Call 327-4MAC (327-4622) and Press 3 to report tree problems in the public right of way.

Unsafe Buildings

Call Marion County Health Department at 541-2150 to report vacant buildings that are open, structurally unsafe, or in need of repair. If owner does not board openings after being cited then the Health Department will ask a contractor to secure the building.

Weeds

Call 327-4MAC (327-4622) and Press 3 to report properties that have excessive vegetative growth. If the property is privately owned, the property owner will be cited for an ordinance violation. If the property owner does not cut the growth, the City will cut it and establish a lien on the property to recover the City's costs.

APPENDIX H

Glossary of Planning Related Terms & Acronyms

Many sources have contributed to the preparation of this Glossary. The chief sources of information for this glossary are the *Division of Planning, Owner's Manual, Second Edition, The Rainbow Book, The Comprehensive Plan for Marion County*, brochures from the listed agencies, and staff members from numerous City-County Departments.

Average Daily Traffic Volume (ADT): The average number of vehicles passing a specific point during a 24-hour period. For information regarding traffic volumes in Indianapolis, contact Kevin Mayfield at 327-5135.

Bridges to Success (BTS): A collaborative effort of Indianapolis Public Schools, United Way, City of Indianapolis, and businesses and service providers. The goal of BTS is to make the school a focal point of community activity and to more effectively meet the needs of children and their families through the development and enhancement of school-linked services. For more information contact BTS at 921-1281.

Building Better Neighborhoods: The program whereby City departments make capital investments in the community. Examples are bridge repair and replacement, curb and sidewalk repair and replacement, traffic signal improvements, police and fire station construction, wastewater treatment projects, flood and drainage projects, park improvements, public housing improvements, road construction and repair, and other neighborhood and housing improvement projects. In the past this program has been called the Capital Improvements Program. Even though most City departments have developed components of the Building Better Neighborhoods program, it is suggested that people with questions begin with DCAM at 327-5090.

Building Permits: Certain building activities are required to obtain building zoning permits prior to construction. To find out about what building activities need permits or to determine the process for obtaining a building and zoning permit, please call 327-8700.

Building Inspectors: If you need assistance in determining if a new structure meets building codes, you may call Code Compliance (327-8400). If you are concerned about construction activities started without proper permits, you may also contact the Code Compliance section.

Charrette: An intensive workshop involving community participation that focuses on the design of streetscapes and Greenways.

CICOA the Access Network: Formerly Central Indiana Council on Aging, this agency serves persons 60 years

of age and older. Programs included are Indy Senior Classic, Senior Enterprises, Hot Lunches, Home-Delivered Meals, Home Health Aide, Senior Care Management, CHOICE, Homemaker Services, Signal of Security, and the Senior Information and Assistance Center. For more information call 254-5465.

Clear Sight Area: The purpose of the clear sight area is to provide unobstructed view of on-coming traffic while making a turn at an intersection. All landscape planting, structural barriers, shrubs, trees, structure, or other objects temporary or permanent, shall permit completely unobstructed vision within a clear sight triangular area between the heights of two and one half and nine feet above the crown of the streets, drives, or driveways. For information on how to calculate the clear sight area refer to the applicable Zoning Ordinance, or call the Division of Neighborhood Services at 327-5155.

Commercial Cluster: A land use category assigned to retail and service businesses that have historically developed independently of one another along roadways. This category recognizes some existing commercial strips, but additional "strip type" non-"center" development is not encouraged. The zoning plan for each particular location should be consulted for recommended zoning classification in order to ensure compatible intensity of commercial uses.

Community Action of Greater Indianapolis (CAGI): An agency that offers such services as seasonal heating assistance, weatherization and housing, Project Head Start, and the Foster Grandparent Program. For more information call 327-7700.

Community Centers of Indianapolis (CCI): An agency that coordinates the efforts of multi-service and community centers in Indianapolis. The centers offer a vast array of human services to bring programs to people of all ages; to link up social, cultural, educational, and recreational needs; and to offer solutions that enrich the community. For more information contact CCI at 638-3360.

Community Development Block Grant (CDBG): As an entitlement city, Indianapolis annually receives HUD-sponsored CDBG moneys. Eligible programs and projects include a wide range of community and economic development activities aimed at revitalizing decayed urban areas and benefitting low- and moderate-income persons. Indianapolis receives approximately \$11 million in CDBG funds each year. The grants management team of the Division of Community Development and Financial Services administers these funds for the City. For more information call 327-5151.

Community Enhancement Fund (CEF): Mayor Goldsmith launched Community Enhancement Fund grants in 1993 to help community-based organizations improve Indianapolis neighborhoods. These matching grants aid neighborhood groups and nonprofit organizations in completing projects for their citizens. The grants are competitive, made quarterly, and vary in amount from \$500 to \$5000. Grant funding comes from application fees paid to the City by businesses requesting tax abatements.

The grants support a variety of activities, but their focus is on cultural, recreation, beautification, security, youth, and family issues. For instance, grants have helped provide swimming lessons and other summer activities to children. They have been used for gardening and for building a fence around a toddler play area. They have paid for security lighting and helped establish a neighborhood newsletter. They have helped neighborhood associations complete many other projects for the benefit of their residents. For more information call Alicia Barnett at 327-3860.

Community Shopping Center (CSC): A land use plan category recommending a commercial center serving an area larger than just the surrounding neighborhood with a large supermarket, discount store, or department store as the anchor.

Community Development and Financial Services (CDFS): A division of the Department of Metropolitan Development with responsibility for seeking federal grants and other funds and monitoring their use in community development efforts. Also CDFS is responsible for the City's participation in certain human service programs and for supporting the Department's budgetary and financial needs. For more information call 327-5151.

Comprehensive Plan Segment (CPS): A segment of the Comprehensive Plan for Marion County. Comprehensive plan segments become a part of City policy when adopted by the Metropolitan Development Commission. Adopted Comprehensive Plan segments have CPS numbers assigned to them. Examples of comprehensive plan segments are neighborhood plans, township plans, corridor plans, park master plans, and the Official Thoroughfare Plan.

Critical Areas: Areas defined in the Comprehensive Plan that warrant a high degree of scrutiny due to its unusual character, important location, or significant infrastructure need are recommended as critical areas on the proposed land use plan.

Crooked Creek Community Council, Inc. (C4): Creek Community Council, Inc., is a federation of area neighborhood civic organizations with the common mission of uniting neighborhoods and improving the quality of life along Michigan Road and the Crooked Creek from West 38th Street to West 86th Street, improving the community, protecting the integrity of

Crooked Creek and protecting the area from incompatible uses. For more information call 290-5541 or visit the web site at <<http://www.crookedcreek.org>>.

Crooked Creek Multi-Service Center (CCMSC): The Center provides economic, social, career employment, educational, youth, senior, cultural, and athletic services to low and moderate income families and individuals. Call Helen Lands at (317) 251-7626 for more information.

Department of Capital Asset Management (DCAM): DCAM is responsible for monitoring the condition of most streets, bridges, storm water structures and sanitary sewers (i.e., infrastructure assets) in Marion County. When a need is identified, this department determines whether the situation is best handled through developing a maintenance contract or if more extensive work is needed. When a project requires major repairs, reconstruction, or if a new facility is to be built, DCAM establishes the scope of projects and develops contracts that will be used to bid on the design, construction, and inspection of the improvements. The department is also responsible for access control and the lighting of streets and bridges and their respective rights-of-way. Call 327-4700 for more information.

Department of Metropolitan Development (DMD): A City department that plans and implements projects and services focused on public safety, jobs and economic development, affordable housing, and the empowerment of neighborhoods through citizen participation. For more information call 327-3698.

Department of Public Safety (DPS): A City department that maintains order and protects the rights and property of Indianapolis citizens. The department's divisions include Police, Fire, Emergency Management Planning, Animal Control, and Weights and Measures. For more information call 327-5090.

Department of Public Works (DPW): A City department that is responsible for sanitation, including trash pickup and sewage disposal. Other activities include wastewater treatment and disposal, maintenance of infrastructure, street maintenance, and the protection of City environmental resources. For more information call 327-4000.

Division of Neighborhood Services: A division of the Department of Metropolitan Development that includes Current Planning and the Township Administrators. For more information regarding Current Planning call 327-5155. For the Township Administrators call 327-5039.

Division of Permits: A division of the Department of Metropolitan Development that is responsible for assuring that construction activity in the city complies with state and municipal building standards. For more information contact the Division of Permits at 327-8700.

Division of Planning (DOP): A division of the Department of Metropolitan Development that analyzes community conditions, makes projections, and recommends plans for private and public projects. For more information call 327-5151.

Front Porch Alliance (FPA): An initiative of the Mayor's Office of the City of Indianapolis with the purpose of encouraging the full energy of the City of Indianapolis to enhance the community-building work of churches, neighborhood associations and other non-government, value-shaping institutions, i.e. the organizations that are uniquely designed to support families, provide activities for children, and strengthen community renewal. For more information regarding the Front Porch Alliance contact the Mayor's Office at 327-3601.

Greater Indianapolis Progress Committee (GIPC): The Greater Indianapolis Progress Committee was established in 1965 as a non-partisan advisory group to the Mayor's office. It is a nonprofit corporation and no tax money supports its operations. The Progress Committee has been involved in most of the major projects in the community through the formation of public-private partnerships. GIPC administers the Community Enhancement Funds. Call Alicia Barnett at 327-3860 (e-mail address: <ajbarnett@aol.com>) for more information.

Historic Landmarks Foundation of Indiana (HLFI): A statewide, private, non-profit, membership-supported organization established to promote the preservation and restoration of Indiana's architectural and historic heritage. For more information contact the state office at 639-4534.

The Indianapolis Regional Office endeavors to meet the preservation needs of Marion County through advocacy and education. In addition to preparing the Marion County historic structures survey, preparing National Register nominations, and providing technical assistance, the Indianapolis Regional Office also operates a revolving loan fund. To contact the HLFI Indianapolis Regional Office call 638-5264.

Housing and Neighborhood Health (Marion County Health Department): The Department's goals of protecting public health and safety as well as reversing neighborhood deterioration are achieved primarily through the housing and sanitation code inspection program. The Department's Unsafe Building Program performs code enforcement activities through a cooperative agreement with the City of Indianapolis. This program ensures that vacant properties are boarded, repaired, or demolished according to state laws. Call Pam Pipher at 541-3084 for more information.

Improvement Location Permit (ILP): A "zoning clearance" permit issued by the Division of Permits of the Indianapolis Department of Metropolitan Development. Generally an ILP is required when a new structure is built, the bulk of an existing structure is increased, or a change in the use of property causes

an increase in parking requirements. For more information contact the Division of Permits at 327-8700.

Indexing: A method to numerically assigning a secondary recommendation to an area. Indexing is often assigned in areas with primary land use recommendations that require some public expenditure for implementation, or that fulfill a specific public policy goal such as protection of ecologically sensitive areas.

Indianapolis Parks and Recreation: A City department with responsibility for the acquisition, improvement, and upkeep of the city's parks. Also DPR facilitates sports and recreation programs for the residents of Indianapolis. For more information call 327-0000.

Indianapolis Chamber of Commerce: The Chamber is a nonprofit organization that advocates on behalf of the business interests of more than 3,000 businesses. The Chamber administers the Business Alliance Program which is an extension of the Chamber but oriented to serving the needs specific to a smaller geographic area. The Chamber provides administrative assistance, state and local advocacy, and other assistance to its Business Alliances. For more information, call 464-2245.

Indianapolis Economic Development Commission (IEDC): A non-profit business development organization that assists in retention and expansion of existing companies as well as attraction of businesses to Indianapolis. Services include facility and site-search assistance, demographic and market data, and identification of federal, state, and local economic development financing options, training and assistance programs, and tax or other incentives. For more information call IEDC at 236-6275.

Indianapolis Green: A partnership united for a "greener" Indianapolis and dedicated to the conservation and advancement of the natural environment. For more information call Jan Ferris at 290-9002.

IndyGo: Provides mass transit service to the Marion County area over fixed routes and uses scheduled times of arrival and departure. For more information call 635-2100.

IPTC: Indianapolis Public Transportation Corporation (also known as METRO). See IndyGo.

Keep Indianapolis Beautiful (KIB): Founded in 1976 as the Indianapolis Clean City Committee, Keep Indianapolis Beautiful is a 501 (c) (3), private, not-for-profit organization, dedicated to promoting a positive, lasting impact on the visual and physical environment of the Indianapolis area. Through active participation with businesses, neighborhoods, schools, and government, KIB beautifies the community, educates youth, promotes recycling, and fosters pride in our city. For more information call David Forsell at 264-7565.

Light Industrial (LI): A land use plan category recommending industries that conduct their entire operations within completely enclosed buildings and do not have objectionable characteristics that extend beyond their property lines. Some examples are jewelry manufacturing and engraving, warehousing, construction companies, upholstering, paper box and paper products manufacturing from finished paper, and manufacturing of optical goods.

Linear Park (LP): A land use plan category recommending public trails that can be located on or parallel to floodways, streams, parkways, wooded areas, and abandoned railroad rights-of-way or other public easements.

Low Density Residential (LD): The Low Density residential category is appropriate for areas that do not have the physical constraints present in Very Low Density areas. The residential density level recommended for this category is 2-5 dwelling units per acre.

Marion County Alliance of Neighborhood Associations (MCANA): An voluntary organization of neighborhood associations in Marion County created to deal with common issues. For more information call Jerry King at 630-8536.

Marion County Commission on Youth (MCCOY): A non-profit agency identifying youth needs and setting priorities, convening diverse entities in order to solve problems, advocating on behalf of youth services, working with other coordinating efforts, serving as a clearinghouse, and planning for special events. For more information contact MCCOY at 921-1280.

Marion County Sheriff's Department (MCSD): The police agency for the portions of Marion County outside the excluded cities and not covered by the Indianapolis Police Department. For more information call MCSD at 231-8200.

Mayor's Action Center (MAC): An agency that assists citizens of Indianapolis and Marion County in contacting and soliciting services from the city. The MAC takes complaints and requests for service, gives information, and provides regulations regarding abandoned buildings and vehicles, air pollution, dead animal pick-up, fallen trees and limbs, sewer and drainage problems, street and sidewalk maintenance, trash burning and dumping violations, and weed control. For more information call Joanna Batchelor at 327-4622.

Mayors Adopt-A-Median Program: Neighborhood associations, clubs, scout troops, churches, businesses, and individual residents can participate in the Mayor's Adopt-A-Median program. The participant will agree to sign a one year commitment to mow, perform weed control, pick up trash, and landscape. The City will provide and install signs that show the name of the

organization in the median adopted. Call 327-3618 for more information on this program.

Medium Density Residential (MD): Medium Density is the land use category with the highest density normally serviceable in suburban areas. The density level recommended for this category is 5-15 dwelling units per acre.

Metro: See **IndyGo** above.

Metropolitan Board of Zoning Appeals (BZA): The BZA hears requests for variances in the zoning laws. It is made up of three division of five members each, appointed for a one-year term. Two are appointed by the Mayor, two by the City-County Council and one by the Department of Metropolitan Development. All three boards have county-wide jurisdiction, not including the excluded municipalities of Beech Grove, Lawrence and Speedway which have their own zoning appeals boards of five members each. The Board is authorized to allow or deny a variance pertaining to use, height, bulk or area. It also hears and decides on special exceptions to a zoning ordinance. These are administrative decisions and do not involve a change in the zoning law. For more information call 327-5155.

Metropolitan Development Commission: The Metropolitan Development Commission is the policy-making body of the Department of Metropolitan Development. It has nine appointed members who serve one-year terms. Four are appointed by the Mayor, three by the City-County Council and two by the County Commissioners. The Commission adopts the Comprehensive Plan of Marion County. This plan is used by the Commission and other units of government as a guide for orderly growth. The Commission also has the power to declare redevelopment areas and to acquire and sell property in such areas in order to carry out a redevelopment plan. For more information call 327-5155.

Metropolitan Plat Committee: The Metropolitan Plat Committee has three members appointed by the Metropolitan Development Commission for one year terms. One must be a member of the Metropolitan Development Commission. The Plat Committee approves all subdivision plats in Marion County and controls all vacations of streets, alleys, easements and plats. For more information call 327-5155.

Neighborhood Shopping Center (NSC): A land use plan category recommending a commercial center on one parcel that usually has a grocery store or drugstore as an anchor.

Office Buffer (OB): This land use category is for low-intensity office uses, usually outside an integrated center. The following uses are representative of this category: medical services, insurance, real estate, financial and credit institutions, architectural and engineering firms, legal services, and other related professional services. Office Buffer recommends

physical development that reflects residential characteristics and scale.

Office Center (OC): This category is appropriate for integrated office development that generally includes three or more buildings, approximately 100,000 square feet or more of total leasable office space, and an internal street and parking network. Office Centers are typically significant employment centers, and their activity is usually more intense than Office Buffer areas.

Opticom: The 3M "Opticom" Priority Control System works with the city's existing traffic signals to move emergency vehicles through intersection more safely and quickly. The unique communication system enables authorized emergency vehicles to activate, detect, and select signalized intersections for momentary right-of-way. Civilian traffic responds appropriately because drivers react naturally to their red or green signal indications. Emergency vehicles cross the intersection efficiently and the intersection returns quickly to its routine. For more information call Terry Condre 327-8422.

Pike Township: A 28,140 acre township located in the northwest part of Marion County. Pike Township had a 1980 population of 25,336 and a 1990 population of 45,204. The Pike Township portion of the comprehensive land use plan for Marion County was last updated in 1993. For more information contact Kaizer Rangwala at 327-5111 or Pat Tutsie at 327-5157.

Pike Township Residents Association (PTRA): A not-for-profit organization that provides a forum for Pike Township residents to discuss regional and local concerns such as parks and recreation, transportation, schools, land use, development, and area beautification. PTRA serves as a umbrella organization for local neighborhood organizations. For more information call 291-2819.

Planned Unit Development (PUD): A development which, for zoning approval purposes, is not judged by typical zoning standards but on the basis of an overall plan for the total development. To be approved by the zoning review agency, the plan must include detailed information regarding such issues as land use, building height, density, and setbacks at the overall edge of the development.

Project 180: Administered by Keep Indianapolis Beautiful with support from the City of Indianapolis and the Indianapolis Power and Light Company's Revive A Neighborhood Program, Project 180 brings a variety of supplemental resources to support other neighborhood activities ranging from clean-up campaigns to rehabilitation projects. Project 180 resources include financial assistance as well as volunteer efforts. For more information call 327-7000.

Regional Shopping Center (RSC): Regional Shopping Center is a land use category recommendation for a major enclosed shopping center with outlots, and a

number of smaller specialty retail centers clustered around the central mall. All the centers together draw clientele from the region.

Section 501 (c) (3): An agency that has 501 (c) (3) status is tax-exempt under the Internal Revenue Service Code. Many non-profit organizations have this designation. Organizations need this status to be eligible for many public and private grants.

Service Corps of Retired Executives (SCORE): A nonprofit organization (affiliated with the Small Business Administration) dedicated to helping the small business community through no-fee mentoring, business counseling, and workshops. The SCORE volunteers, who were business owners or executives in major corporations, provide information and advice on business planning, state and federal taxation, marketing, salesmanship, insurance, commercial loans, and franchise ownership. For more information, call 226-7264.

Special Use (SU): A land use plan category recommending a wide variety of special uses including churches, schools, government property, power substations, club rooms, non-profit agencies, nursing homes, and cemeteries.

Tax Abatement: A popular incentive for retaining and attracting businesses. Real and personal property taxes that would normally occur due to new development, and manufacturing equipment purchases can be abated with the taxes scheduled to be phased in over a period of years. Property taxes can be abated for three, six, or ten year periods. Taxes on eligible manufacturing equipment can be abated according to a five year schedule. For more information regarding tax abatement in Indianapolis contact Paul Ruotanen at 327-5402.

teMPO: A quarterly newsletter prepared by the Metropolitan Planning Organization (MPO) to keep the public informed of its activities. For more information or to receive copies of teMPO, call Mike Peoni at 327-5133.

Township Administrators: The Department of Metropolitan Development has assigned a Township Administrator to each of the nine townships within Marion County. The Township Administrators provide assistance in establishing new neighborhood organizations; bring community groups together which may benefit from combining forces in addressing common issues; attend community meetings to hear citizen and business concerns first hand and address them with the appropriate government officials; and educate the public on zoning ordinance interpretation and land use issues and how they can participate in the zoning process. Also Township Administrators assist merchants in business expansion or relocation focusing on the economic needs of the community; assist in locating vacant properties and buildings; provide businesses with applicable zoning ordinances, re-

zoning, and variance information; provide information about permitting issues; and assist in the formation of new merchants organizations.

In addition, Township Teams have been established under the direction of the Township Administrators. The teams are comprised of representatives from several City agencies and meet regularly to address community interests within their townships. This team concept allows issues to be raised before a broad base of City agencies whose combined expertise promotes a coordinated approach to addressing community affairs. For more information call 327-5039.

Traffic Impact Study (TIS): An analysis of certain new developments to determine the impact on the surrounding transportation system. For more information call Steve Cunningham at 327-5403.

Urban Conservation (UC): This land use category identifies and thus helps preserve the character of land possessing special environmental or valuable natural characteristics that requires careful attention with regard to development proposals. Steeply sloped areas, woodland areas, wetland areas, and areas with significant aquifer or other water body resources are all examples of this designation.

U.S. Small Business Administration (SBA): The SBA is a federal agency that offers training, counseling, and business development programs in order to assist small business owners in the start-up, management, and

growth of their businesses. The agency administers the Service Corps of Retired Executives and manages Business Information Centers. The SBA promotes partnerships with other Federal agencies to provide small business owners with information, education, and training that is reflective of trends in small business development. For more information call 226-7272.

Very Low Density Residential (VLD): A land use plan category that allows for 0-2 dwelling units per gross acre. Very Low Density use is often recommended adjacent to Urban Conservation areas as a means of protecting these sensitive areas.

Washington Township: A 31,795 acre township located in the north central part of Marion County. Washington Township had a 1980 population of 129,008 and a 1990 population of 133,969. The Washington Township portion of the comprehensive land use plan for Marion County was last updated in 1993. For more information contact Kaizer Rangwala at 327-5111 or Mike Graham at 327-5380.

Zoning Violations: Some activities on real estate may violate the provisions of the Marion County Zoning Ordinances. Activities such as a business within a residential neighborhood or someone parking a semi-truck at their residence may be a zoning violation. If you have concerns about these types of activities, you may call Code Compliance at 327-8400. When calling, please indicate the address of the property in question.

APPENDIX I

Bibliography

Division of Planning Owner's Manual, second edition, Department of Metropolitan Development, City of Indianapolis, 1998.

The Rainbow Book: The Professional Reference to Community Resources in Central Indiana, Information and Referral Network, Inc., 1998.

Evaluation of the 1988 Michigan Road Corridor Plan, IUPUI, SPEA Graduate Planning Workshop, 1997.

Michigan Road Corridor Survey Report, IUPUI, SPEA Graduate Planning Workshop, 1997.

Summary of Individual Rezoning and Variance Petitions, January 1988 - October 1997, IUPUI, SPEA Graduate Planning Workshop, 1997.

Official Thoroughfare Plan for Marion County, Indiana, City of Indianapolis, 1996.

Crooked Creek Community/Juan Solomon Park Mater Plan, City of Indianapolis, 1996.

Creating Transit-Supportive Land-Use Regulations, Marya Morris, AICP, Planning Advisory Service, Report Number 468, 1996.

Indianapolis Greenways Plan, prepared by Woolpert for Indy Parks, 1994.

The Encyclopedia of Indianapolis, edited by David J. Bodenhamer and Robert G. Barrows, Indiana University Press, Bloomington and Indianapolis, 1994.

Pike and Lawrence Townships, Marion County Interim Report, Historic Landmarks Foundation of Indiana, 1994.

Visions for a New American Dream, Anton Nelessen, American Planning Association, 1994.

Pike Township Comprehensive Land Use Plan, City of Indianapolis, 1993.

Washington Township Comprehensive Land Use Plan, City of Indianapolis, 1993.

Safe Homes, Safe Neighborhoods: Stopping Crime Where You Live, Stephanie Mann with M. C. Blakeman, Nolo Press, Berkeley, 1993.

Comprehensive Parks, Recreation, and Open Space Plan, City of Indianapolis, 1992.

Guidelines for Transit-Sensitive Suburban Land Use Design, by Edward Beimborn and Harvey Rabinowitz with Peter Gugliotta, Charles Mrotek, and Shuming Yan, Center for Urban Transportation Studies and School of Architecture and Planning, University of Wisconsin - Milwaukee, prepared for U.S. Department of Transportation, 1991.

Michigan Road Corridor Plan, Department of Metropolitan Development, City of Indianapolis, 1988.

The Building of Michigan Road: A Thesis Presented to Purdue University, by Ethel L. Montgomery, 1902.

APPENDIX J

Credits

The overwhelming participation from the community leaders, residents, businesses, institutions has made this Plan possible.

Administration:

Mayor Stephen Goldsmith
City of Indianapolis

Metropolitan Development Commission

Walter Niemczura, President
James J. Curtis, Sr., Secretary
Lance Bundles
Lillian Charleston
Gene Hendricks
Steve Schaefer
Mel Seitz
Robert Smith
Randolph Snyder

City-County Councillors

Dr. Beurt Servaas, President, CCD # 2
Gordon Gilmer, CCD # 1
Monroe Gray, Jr., CCD # 9

Department of Metropolitan Development

Gene Lausch, Director

Division of Planning

Tom Bartlett, Administrator

Kaizer Rangwala
Keith Holdsworth
Anne Leslie Kilponen
Cindy Spoljaric
Alice Gatewood
Gina Bush Hayes
Paula Schwabe

Andy Swenson
Steve Cunningham
Darrell Walton

Division of Neighborhood Services

Maury Plambeck
Mike Graham
Pat Tutsie
Edward Mitro
Tammara Tracy

Department of Capital Asset Management

Bill Bowman, Sanitary Management and Flood Control
Ron Greiwe, Traffic Planning Engineering
Jill Henry, Office of Mobility Management
Mark Jacobs, Capital Asset Management
Sherry Mendenhall, Transportation Planning
Gerald Swenson, Sanitary Management and Flood Control

School of Public and Environmental Affairs (IUPUI)

Dr. Greg Lindsey, Faculty Advisor
Siripan Assanuwat
Maltie Maraj
Lori Patterson
Ron Smedley
Dona Stoelk Sapp
Jeff Wilkins

Other Participants:

Joe Anderson, Washington Township Fire Department
Norm Faust, Crooked Creek Elementary School
Jan Ferris, Indianapolis Green
David Forsell, Keep Indianapolis Beautiful
Jeremy Fretts, Architectural Alliance
Joanne Greene, President, Claire Bennett Associates, Inc.
Robert Hague, Blackburn Architects
Barth Hendrickson, Claire Bennett Associates, Inc.
Craig Hitner, Simons and Associates
Tracy Hughes, Indianapolis Neighborhood Housing Partnership
Jim Kazinsky, Holiday Inn at the Pyramids
Liz Keele, Pike Township Assessor
Brad King, Indianapolis Economic Development Corporation
Laurence Lillig, Jr., Community Services, City of Carmel
Sgt. John Love, Marion County Sheriff's Office
Brian McFarland, McFarland
Chris Moon, Simons and Associates
Stacie Porter, Indianapolis Chamber of Commerce
Rob Rosner, Blackburn Architects
Dale Schmidt, Congdon Engineering Associates
Sgt. Brad Shoemaker, Marion County Sheriff's Office
Jeff York, Division of Neighborhood Services
Paul Wyatt, U.S. Small Business Administration
Jeff Zapf,
Claire Bennett Associates, Inc.